

# Salinas River Trail Master Plan



Background Documents

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# Background Documents

Planning and policy documents at various levels of government are likely to affect SRT development. This section reviews key documents for collaborative goals and objectives and existing trails and standards. More detailed excerpts of some of these documents can be found in Appendix E: Environmental Resource Analysis.

## A.1 State and Federal Plans and Policies

### *Juan Bautista de Anza National Historic Trail*

Congress authorized the Juan Bautista de Anza National Historic Trail in 1990 as part of the National Parks System, one of the few long distance National Historic Trails. As originally planned, it would run from Nogales, Arizona, to San Francisco, California, following as closely as possible the historic route. This National Historic Trail corridor travels northward through San Luis Obispo County along Highway 101 to Santa Margarita, then follows the Salinas River to Paso Robles. This master plan addresses the Anza Trail corridor from Santa Margarita north to Paso Robles. The remainder of the study area lies along the river north of Paso Robles (where the Anza Trail corridor swings northwest away from the river), continuing to San Miguel.

## A.2 Regional Plans

### A.2.1 San Luis Obispo County

#### *San Luis Obispo County General Plan*

Several components of the San Luis Obispo County General Plan pertain to the development of the Salinas River Trail. These include the Parks and Recreation, Land Use, Circulation, Agricultural, Conservation and Open Space, Noise and Safety Elements. The General Plan divides the County into 15 planning areas, and the Salinas River Planning Area encompasses the extents of this master plan study area.

#### *Parks and Recreation Element*

The element defines the vision for County park planning. The Parks and Recreation Element establishes goals, policies, and implementation measures for management, renovation, and expansion of existing, and development of new, parks and recreation facilities to meet existing and projected needs and to assure an equitable distribution of parks throughout the County. Among the element's proposed projects is the Salinas River Trail, which is intended to connect various valley communities and other existing and proposed trails.

#### *Agriculture Element*

The Agriculture Element lays out policies for the management and protection of agricultural land use resources within the County's jurisdiction, and is focused on "wisely managing and protecting these important land resources in San Luis Obispo County." Recognizing the value of agriculture to the economy and character of the County as a whole, the goals of the plan are to support agricultural production, conserve and protect agricultural lands and resources, and encourage public education and participation in their management.

#### *Conservation and Open Space Element*

Open space contributes in large part to the quality of life enjoyed in San Luis Obispo County, and the County's goals are to identify, protect, and manage the existing open space by preventing urban sprawl and encouraging public education and participation in the decision making process. The Conservation and Open Space Element (COSE) is intended as a tool to protect and preserve these community resources, and contains goals, policies, and strategies to conserve, protect, and restore biodiversity and open space.

#### *San Luis Obispo County Bikeways Plan*

The County developed the Bikeways Plan to identify needed bikeway routes, accessory facilities such as bike parking, coordination with other modes of transportation, promotional and educational programs, and potential funding sources for these facilities and programs. The plan recognizes and encourages a favorable quality of life through further enhanced use of bicycle transportation, which can lead to better air quality, reduced traffic, parking congestion and noise levels, and improved mental and physical health for those who ride. This plan lists a multi-use path as one of the highest priority facilities for San Luis Obispo County, specifically connecting Templeton and Atascadero.

### A.2.2 San Luis Obispo Council of Governments (SLOCOG)

#### *Regional Transportation Plan*

The primary purpose of the RTP is to continue to develop a coordinated, integrated, and balanced transportation system that meets the current and long-term transportation needs of all cities, unincorporated communities, socioeconomic classes, businesses, and industries in the region. The RTP includes goals, policies and standards to encourage the development, use, and management of non-motorized transportation.



## A.3 Site-specific Plans and Resource Inventories

### ***Upper Salinas River Watershed Action Plan***

This is a management plan for the use by landowners, agencies and groups in their individual and collective efforts to improve and restore natural resources within the 2,000 square mile area of the upper Salinas River watershed. The plan area comprises approximately one quarter of the watersheds that affect the Monterey Bay National Marine Sanctuary, and all of the SRT master plan study area.

### ***Templeton-Atascadero Bikeway Connector Constraints Analysis***

This constraints study addresses a preferred alignment for a bicycle/pedestrian link between the communities of Templeton and Atascadero. It describes the primary issues within the study area, assesses constraint severity and describes the resulting potential routes. Finally, it identifies three routes with the fewest constraints, though all have significant issues that will affect development.

### ***Management Plan for Triple P LLC Property Acquisition***

This plan details the background, existing conditions, goals and recommendations for a two mile addition to the Salinas River Parkway Preserve (SRPP) within Paso Robles. Its relevance lies in that it addresses many of the issues likely to be encountered in future trail development along the river corridor, such as sensitive species.





# Salinas River Trail Master Plan



Opportunities and Constraints

**B**



# Existing Conditions, Opportunities and Constraints

## Appendix **B**

### Existing Conditions

This appendix provides the background for trail alignment and design decisions in future project development. It is composed of an Existing Conditions section, which is a general overview of the physical conditions within the SRT study area, and a following Opportunities and Constraints section, a more detailed overview of how the existing conditions may affect future trail development.

The Existing Conditions section provides an overview of the existing physical setting, natural and manmade conditions and jurisdictional oversight within the Salinas River Trail study area. It summarizes existing land uses, roadway conditions, parking, transit options, existing and planned bicycle facilities, public lands and access easements, and economic resources within the study area.

The Existing Conditions section is a compilation of existing information provided by the member agencies of this master plan, including the cities of Atascadero and Paso Robles, the County of San Luis Obispo and the San Luis Obispo Council of Governments. This existing information includes previous reports, studies and efforts by local public agencies to develop detailed Geographic Information System (GIS) mapping data.

Additional GIS mapping and field review was completed to supplement the project base map information. The goal of this effort was to collect and process the relevant existing condition information needed for the project team and member agencies to make informative decisions on proposed trail route alternatives, which occurred in subsequent phases of this master planning project.

### Opportunities and Constraints

The Opportunities and Constraints section of this appendix describes site-specific conditions that may present significant opportunities and constraints along the trail corridor. It incorporates information developed and/or obtained for the overall project study area, including GIS data from participating public agencies, document research, communication with the project team members and field photos during site reconnaissance.

For each reach of the trail corridor, a description of existing adjacent land ownership, points of interest, opportunities and constraints have been identified. In addition to the reach maps, site photos have been provided to highlight the existing opportunities and constraints.

Both section of this appendix are organized moving south to north in the same numerical order of Reaches 1 through 6 of the project study area.



## Study Area 7j [ef] Y 5a` V[f[a` e

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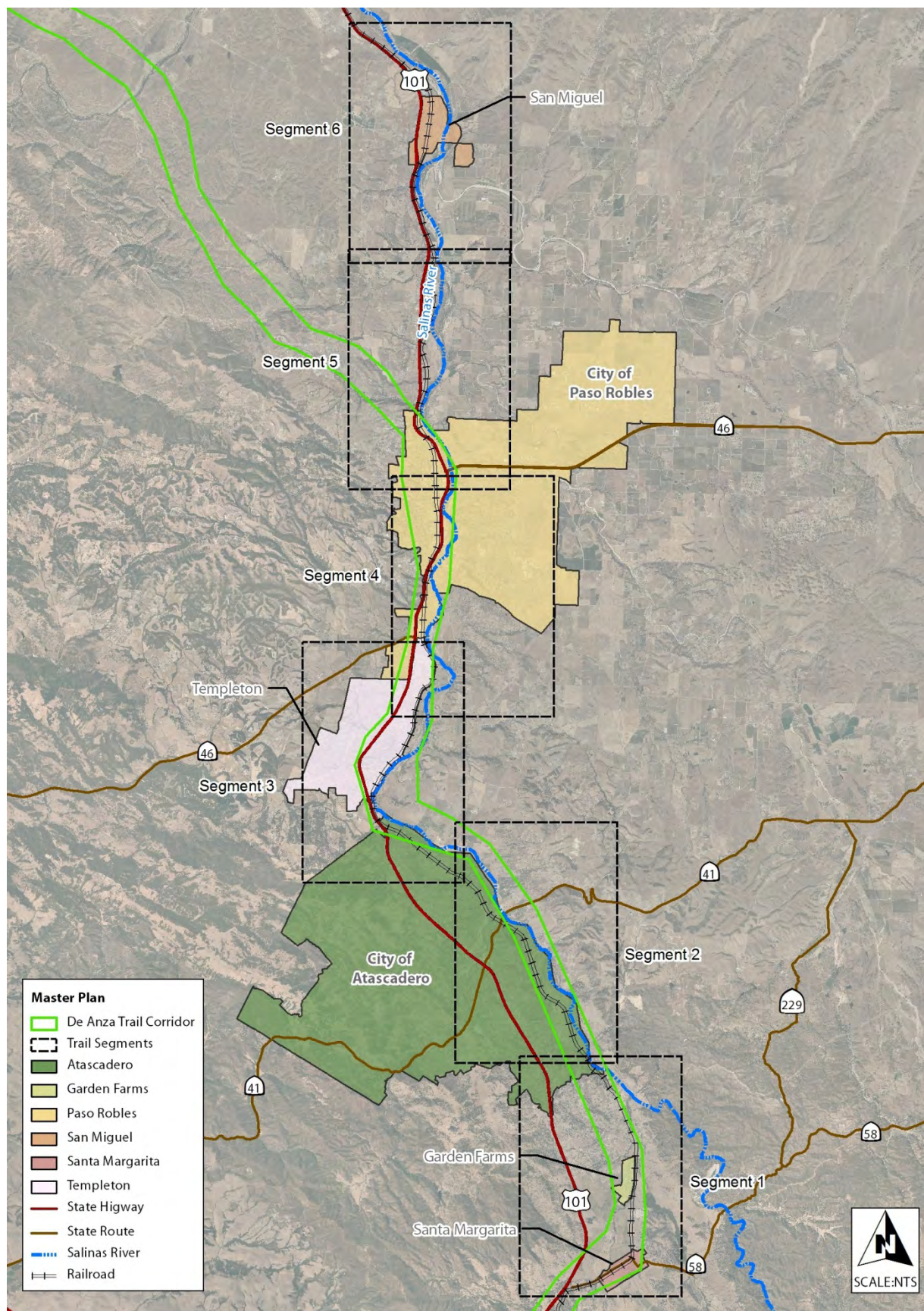
The Salinas River Trail (SRT) is a proposed thirty-five mile trail system within the Salinas River Corridor beginning in the community of Santa Margarita and proceeding through the community of Garden Farms, City of Atascadero, community of Templeton, City of Paso Robles, portions of San Luis Obispo County and concluding in the community of San Miguel. To identify the existing conditions within the project study area the proposed trail system has been divided into six segments, approximately six miles in length, starting as Reach 1 in the community of Santa Margarita and concluding as Reach 6 in the community of San Miguel as shown in Figure 1. Northern San Luis Obispo County is commonly referred as “The North County” and is characterized by steep rolling hills and also contains several substantial watersheds including the Salina River, Santa Margarita Creek, Trout Creek, Asuncion, Graves Creek, Neal Spring, Fern Canyon and Mustard Creek.



The communities of Santa Margarita (1,259 population), Garden Farms (386 population), City of Atascadero (28,310 population), City of Paso Robles (29,793 population), and the community of San Miguel (2,336 population) with a combined population of 62,084 are the major communities within the project study area. These communities offer numerous recreational amenities including existing trails and parks, historical significance with respect to the Juan Bautista de Anza trail corridor and other historical site and tourist-oriented areas including downtown Templeton, City of Atascadero, City of Paso Robles and Paso Robles' wine industry.

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**Figure 1 - Salinas River Trail Overview Map**

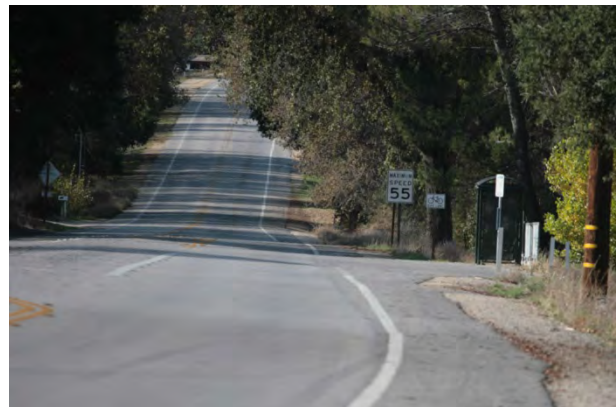


## DV&LZ Overview

The following descriptions provide an over of the six segments that cover the proposed thirty-five mile SRT system from Santa Margarita to San Miguel:

### DV&LZ 1: Santa Margarita to Halcon Road Atascadero

Approximately seven miles long, Reach 1 of the SRT is anchored by the communities of Santa Margarita and Garden Farms. This portion of the proposed trail alignment is bound on the west by Highway 101 and El Camino Real on the east and falls within the historical Juan de Bautista de Anza trail corridor. However access to the Salinas River corridor is approximately 1.5 miles east of any proposed trail alignment. There are no existing formal or informal trails within the communities of Santa Margarita and Garden Farms, but there are existing recreational trails near Halcon Road that are part of the Las Lomas subdivision in the City of Atascadero. Figure 2 provides an overview of SRT Reach 1 including the communities of Santa Margarita and Gardens Farms and the southern portion of the City of Atascadero.





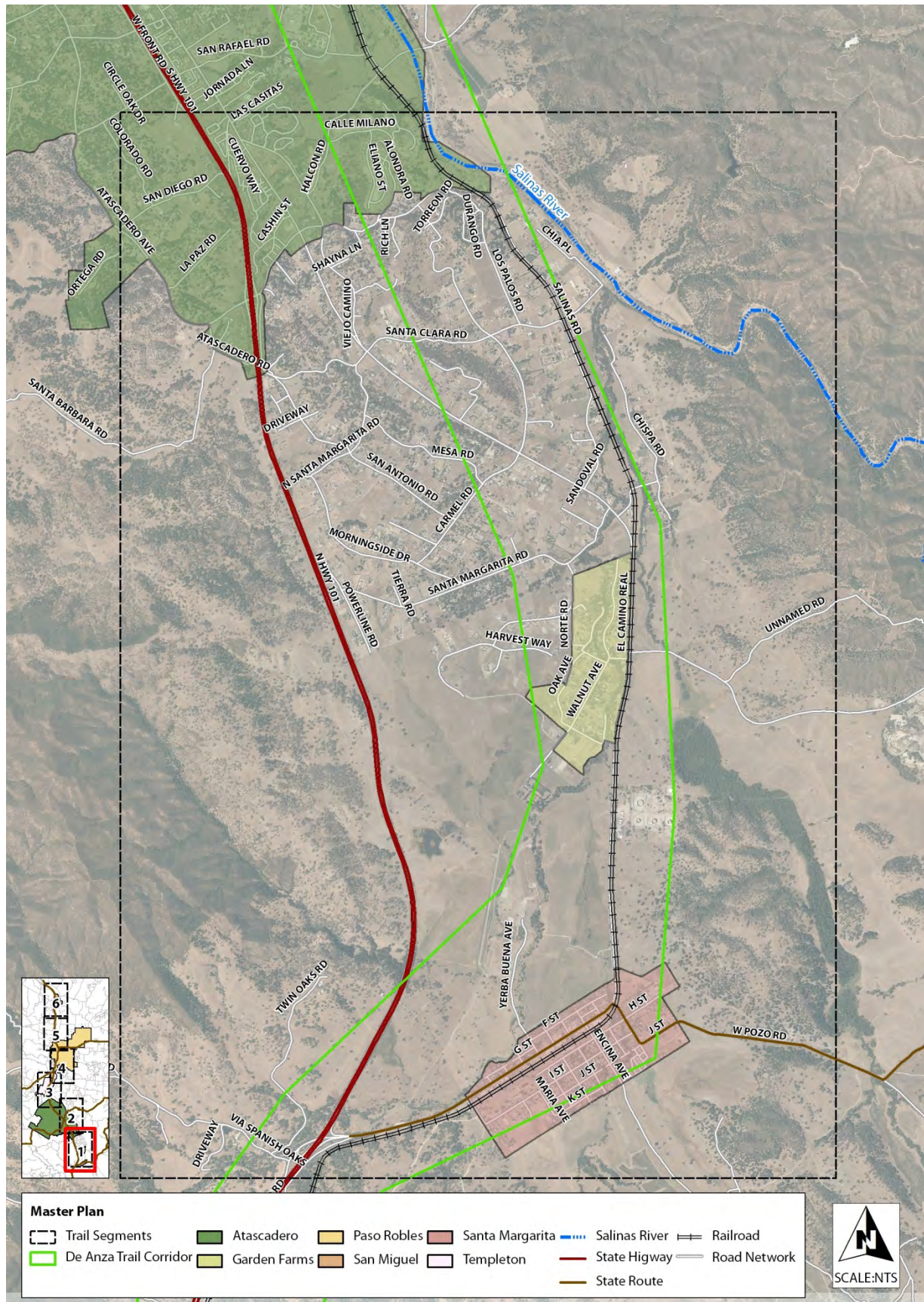


Figure 2 – SRT DV&LZ 1

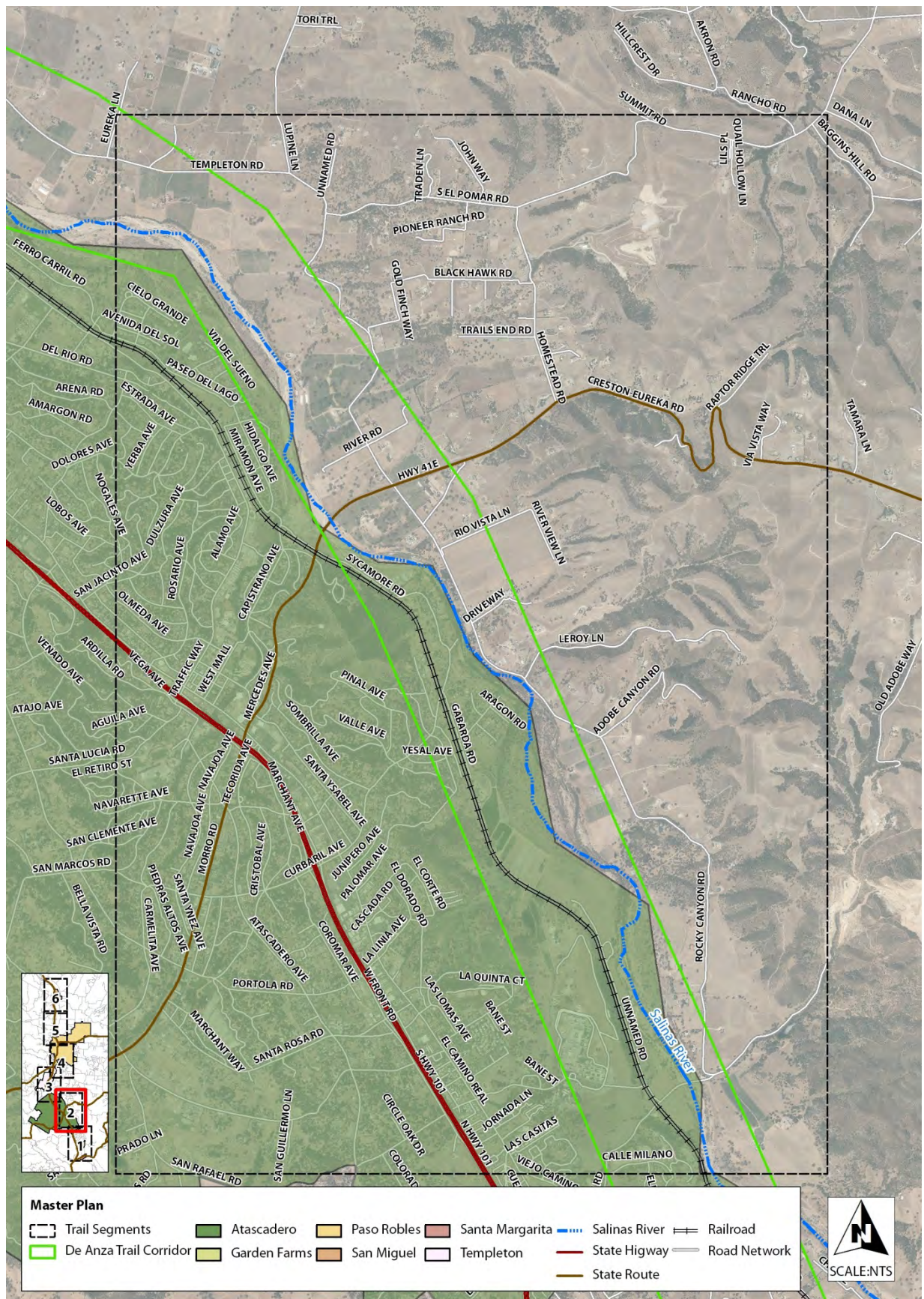


## DIVISION 2: Halcon Road Atascadero to The Lakes of Atascadero

Approximately six miles long, Reach 2 of the SRT is located in the heart of the City of Atascadero. This portion of the proposed trail alignment diverges from El Camino Real along Halcon Road and runs parallel along the Salinas River. It is bound on the west by the Union Pacific Railroad and Rocky Canyon Road on the east. This portion of the proposed trail alignment falls within the historical Juan de Bautista de Anza trail corridor and benefits from a majority of formal and informal trails within the City of Atascadero. The City of Atascadero Wastewater Treatment Plant (WWTP) property is home to the Juan de Bautista de Anza “South” Trail Segment, while approximately 2 miles of Juan de Bautista de Anza “AMWC” and Juan de Bautista de Anza “North” Trail Segments are located on property along the Salinas River owned by the Atascadero Mutual Water Company (AMWC). In addition, the Jim Green Trail is located in this segment, which could serve as a potential local trail loop to the SRT. Figure 3 provides an overview of SRT Reach 2 including the central and southern portions of the City of Atascadero.







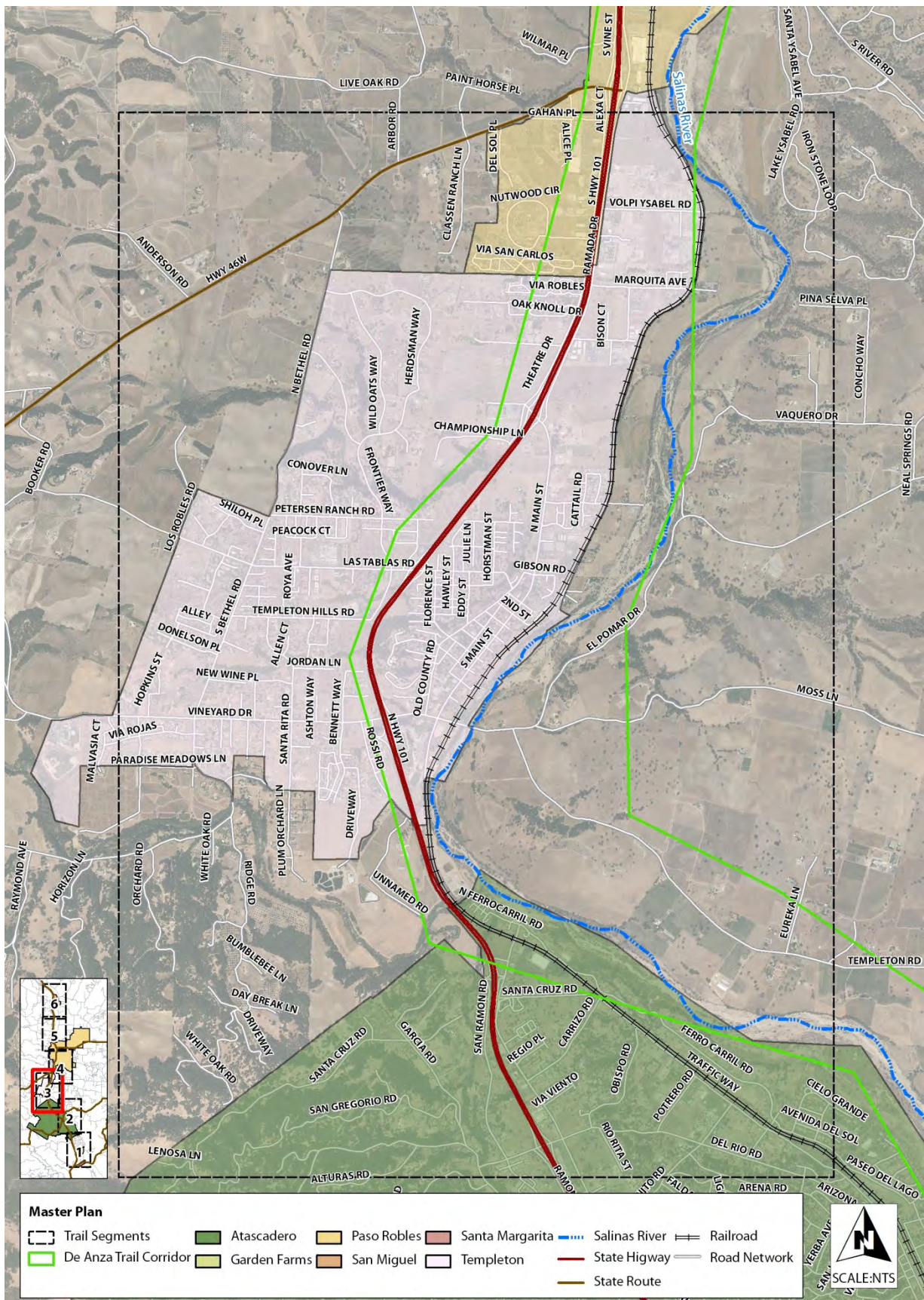


### DIVISION 3: The Lakes of Atascadero to Main Street Templeton

Approximately six miles long, Reach 3 of the SRT includes the northern portion of the City of Atascadero east of Highway 101 and the community of Templeton. It is bound on the west by the Union Pacific Railroad and the Salinas River on the east. This portion of the proposed trail alignment falls within the historical Juan de Bautista de Anza trail corridor and benefits from a majority of existing formal and informal trails within the City of Atascadero. Approximately 2 miles of Juan de Bautista de Anza “North” and Juan de Bautista de Anza “De Anza Estates” Trail Segments are located on property along the Salinas River owned by the Atascadero Mutual Water Company (AMWC) and a designated open-space property owned by Grave Creek Estates. In addition, the City of Atascadero “Rail Trail,” which runs parallel with the Union Pacific Railroad and Ferro Carril Road, which could serve as a potential trail loop or alternative route of the SRT. One of the critical trail connectors between the City of Atascadero and the community of Templeton is located in this segment at Paso Robles Creek. Figure 4 provides an overview of SRT Reach 3 including the northern portion of the City of Atascadero and the community of Templeton.









#### DIVISION 4: Main Street Templeton to 13<sup>th</sup> Street Paso Robles

Approximately six and half miles long, Reach 4 of the SRT is the connection point between Templeton and the southern limits of the City of Paso Robles. This portion of the proposed trail alignment is bound on the west by Highway 101 and Neal Spring Road on the east and falls within the historical Juan de Bautista de Anza trail corridor. The City of Paso Robles owns a majority of the properties along the Salinas River including the “Salinas River Parkway Preserve” a 153 acre property with intended purpose to utilize the property to provide recreational uses for the community. This portion of the proposed trail alignment benefits from a majority of existing informal trails along the Salinas River and 2.5 miles of formal trails within the City of Paso Robles including the Charolais Corridor, the Salinas Parkway, River Road and South River Road trails. Figure 5 provides an overview of SRT Reach 4 including the community of Templeton and the southern portion of the City of Paso Robles.





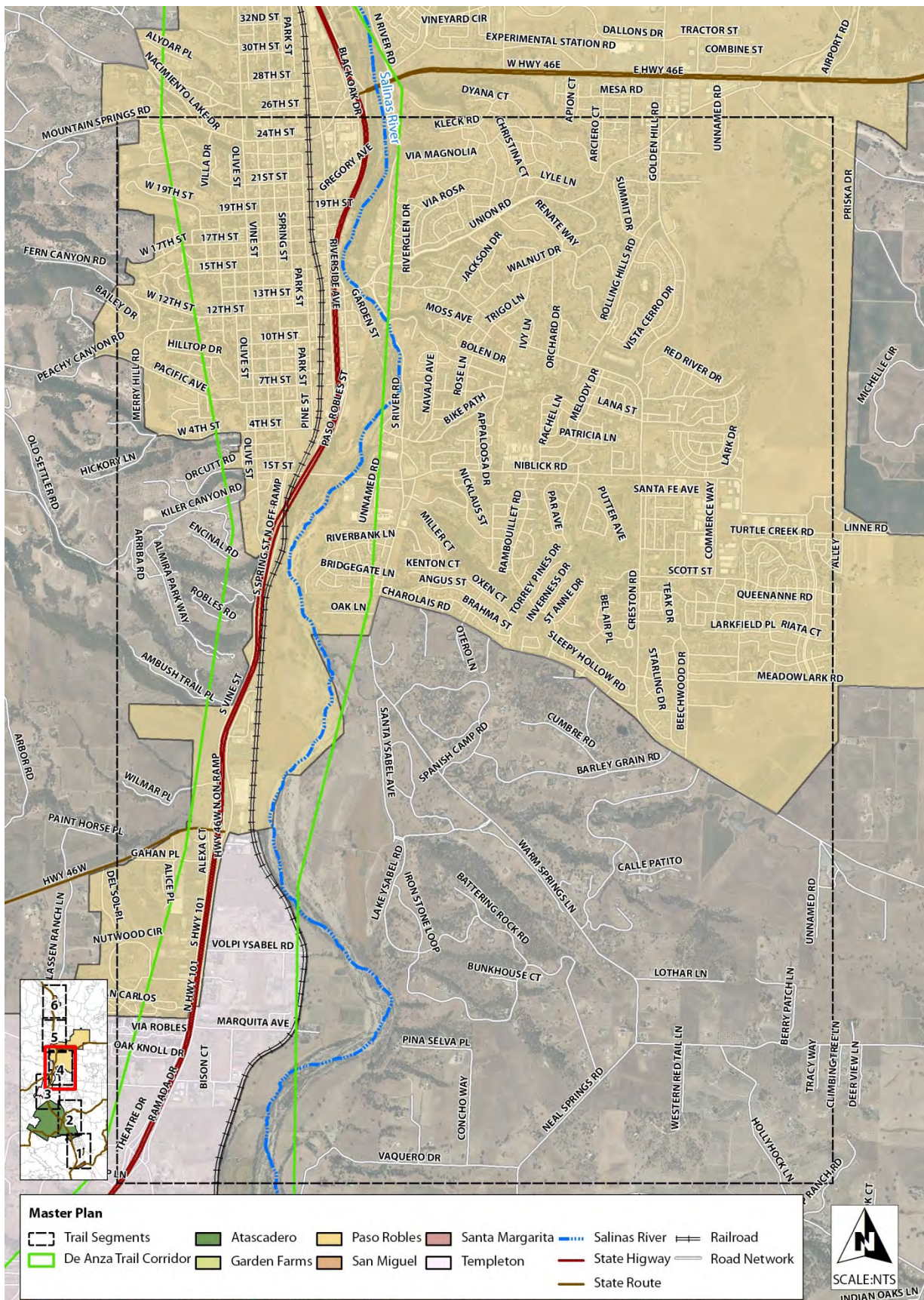


Figure 5 – SRT DVSUZ 4



## DIVISION 5: 13<sup>th</sup> Street Paso Robles to Wellsona Road

Approximately five and a half miles long, Reach 5 of the SRT follows the Salinas River Corridor north of the City of Paso Robles towards the community of San Miguel. This portion of the proposed trail alignment is bound on the west by Highway 101 and North River Road on the east and falls outside of the historical Juan de Bautista de Anza trail corridor, which heads northwest towards Lake Nacimiento. There are no existing formal or informal trails within this segment of the proposed trail alignment. This segment of the SRT has numerous challenges in that the majority of the properties along the Salinas River are under private ownership and that North River Road is extremely narrow with little to no shoulders. However, a preferred alignment along North River Road may be desired to avoid conflicts with private land owners while improving pedestrian safety and allowing potential trail users to experience the Salinas River Corridor. Figure 6 provides an overview of SRT Reach 5 including the northern portion of the City of Paso Robles heading towards the community of San Miguel.





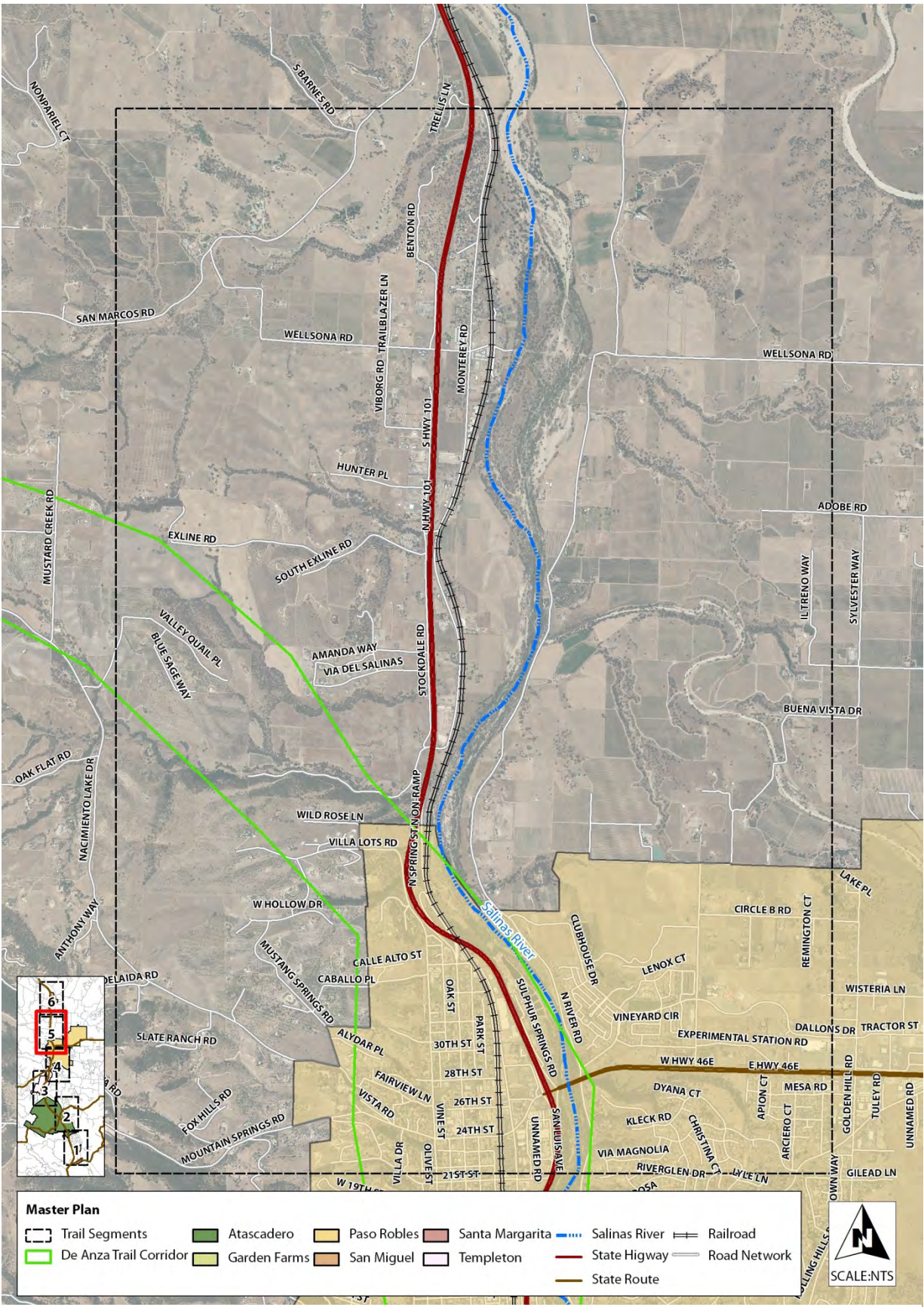


Figure 6 – SRT DVS&LZ 5

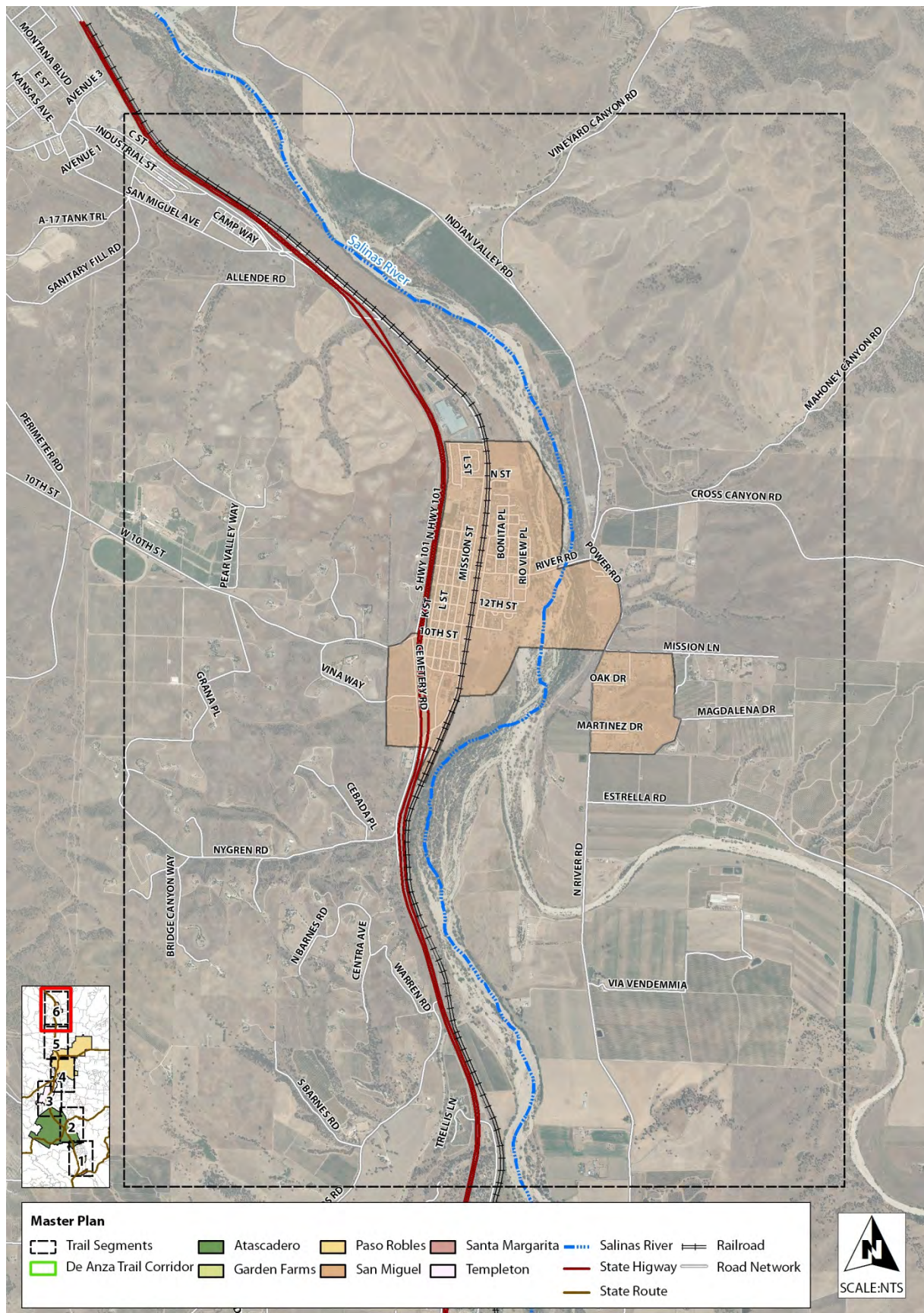


## REACH 6: Wellsona Road to San Miguel

Approximately three and a half miles long, Reach 6 of the SRT is the final destination of the proposed trail system and is anchored by the community of San Miguel. This portion of the proposed trail alignment is bound on the west by Highway 101 and North River Road on the east and falls outside of the historical Juan de Bautista de Anza trail corridor. There are no existing formal or informal trails within this segment of the proposed trail alignment. This segment of the SRT has numerous challenges in that the majority of the properties along the Salinas River are under private ownership and that North River Road is extremely narrow with little to no shoulders. However, a preferred alignment along North River Road may be desired to avoid conflicts with private land owners while improving pedestrian safety and allowing potential trail users to experience the Salinas River Corridor. Figure 7 provides an overview of SRT Reach 6 including North River Road heading towards the community of San Miguel.







## Existing Land Use

In northern San Luis Obispo County, the proposed SRT study area extends from the community of Santa Margarita to downtown San Miguel along the Salinas River and historical Juan de Bautista de Anza Trail corridor. Governing agencies within the SRT study area includes the County of San Luis Obispo, City of Atascadero, City of Paso Robles, and Caltrans.

The Salinas River Corridor provides many existing recreational uses such as equestrian and OHV use along the length of the corridor in this area and segmented opportunities for hiking along the Salinas River. Figure 8 shows the existing land uses within the communities and cities located throughout the SRT study area. Figure 9 shows the Salinas River Planning Area Rural Combining Designations, which identify additional planning areas, historical sites and environmental constraints; such as flood hazard, extractive, sensitive resources and archaeological sensitive areas within the SRT study area.

### Land Use Summary Table

Table 1 below summarizes the existing land uses and combining designations throughout the communities within the SRT study area.

Table 1 - Existing Land Uses and Combining Designations		
DVSLZ	Land Use Categories	Combining Designations
1	Agriculture	Historic
	Commercial Retail	Flood Hazard
	Commercial Service	Extractive Area
	Industrial	
	Multiple Land Use	
	Open Space	
	Public Facilities	
	Recreation	
	Residential Multiple Family	
	Residential Single Family	
	Residential Suburban	
	Rural Lands	
	Agriculture	Historic
2	Commercial Retail	Flood Hazard
	Commercial Service	Extractive Area
	Industrial	
	Open Space	
	Public Facilities	
	Recreation	
	Residential Multiple Family	
	Residential Rural	
	Residential Single Family	
	Residential Suburban	
	Rural Lands	
	Agriculture	Historic
	Commercial Retail	Flood Hazard
	Commercial Service	Extractive Area
	Industrial	
	Open Space	
	Public Facilities	
	Recreation	
	Residential Multiple Family	
	Residential Rural	
	Residential Single Family	
	Residential Suburban	
	Rural Lands	

DVBLZ	Land Use Categories	Combining Designations
3	Agriculture	Historic
	Commercial Retail	Flood Hazard
	Commercial Service	Extractive Area
	Industrial	
	Multiple Land Use	
	Office Professional	
	Open Space	
	Public Facilities	
	Recreation	
	Residential Multiple Family	
	Residential Rural	
	Residential Single Family	
	Residential Suburban	
4	Agriculture	Historic
	Commercial Retail	Flood Hazard
	Commercial Service	Extractive Area
	Industrial	
	Multiple Land Use	
	Office Professional	
	Open Space	
	Public Facilities	
	Recreation	
	Residential Multiple Family	
	Residential Rural	
	Residential Single Family	
	Residential Suburban	
5	Agriculture	Airport Review Area
	Commercial Retail	Flood Hazard
	Commercial Service	
	Industrial	
	Multiple Land Use	
	Open Space	
	Public Facilities	
	Residential Multiple Family	
	Residential Rural	
	Residential Single Family	
	Residential Suburban	



DVSLZ	Land Use Categories	Combining Designations
6	Agriculture	Historic
	Commercial Retail	Flood Hazard
	Commercial Service	
	Industrial	
	Office Professional	
	Open Space	
	Public Facilities	
	Recreation	
	Residential Multiple Family	
	Residential Rural	
	Residential Single Family	
	Residential Suburban	

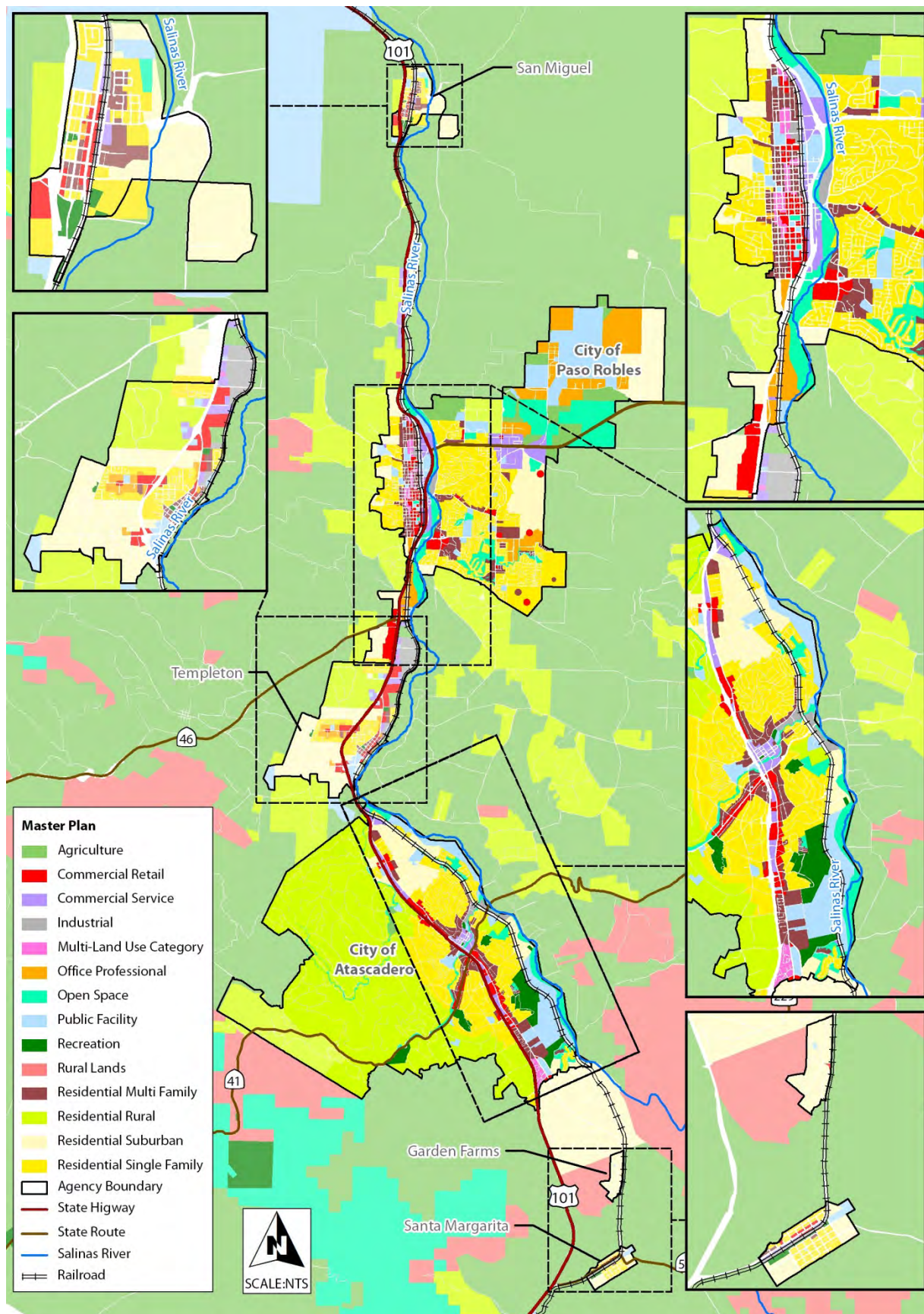
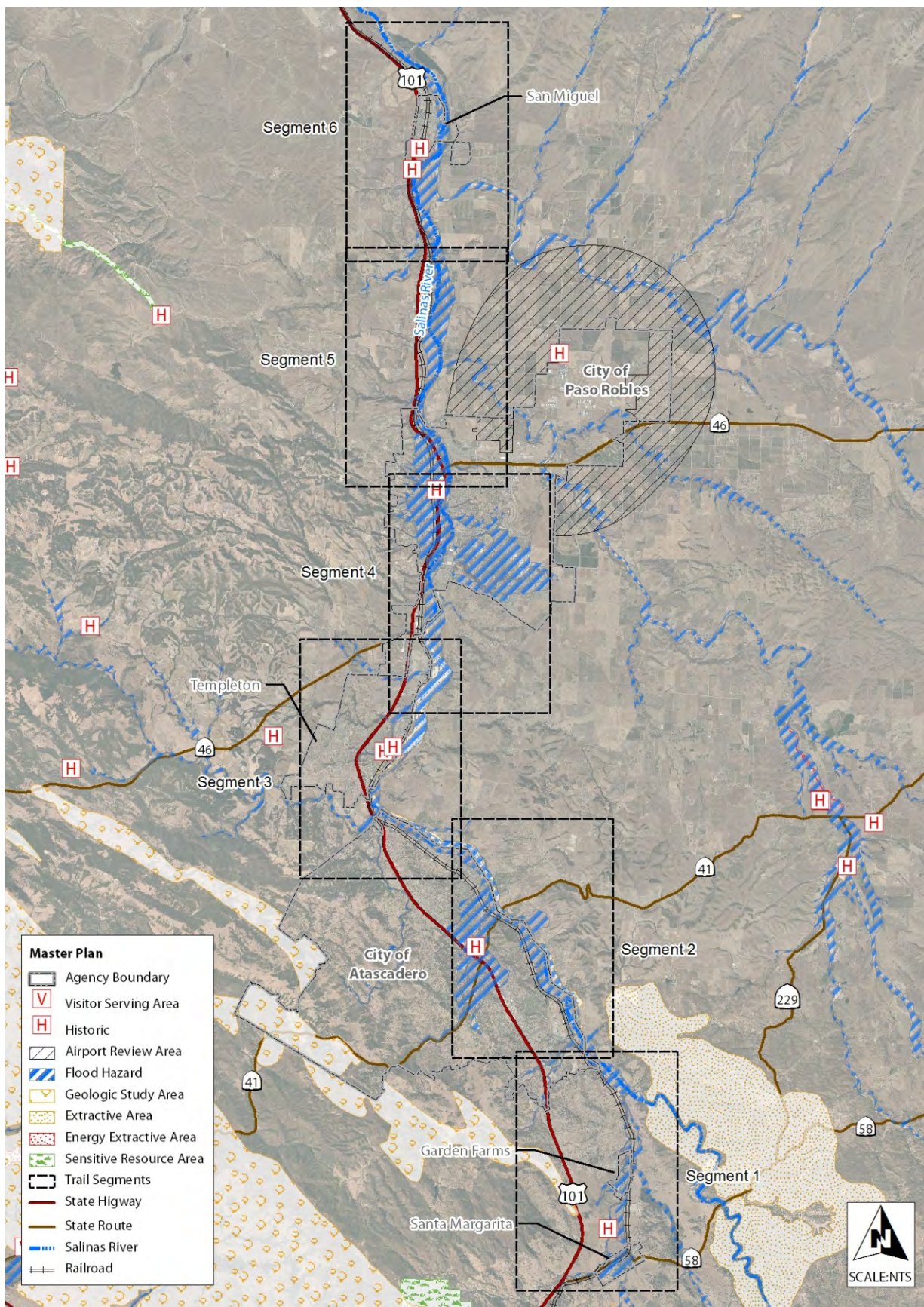


Figure 8 – Existing Land Use Map





## **Existing Destinations, Services and Recreational Facilities**

Within the SRT study area there are many existing attractions and destinations that draw locals and tourists to Northern San Luis Obispo County. The following are descriptions of a few of those destinations within the northern San Luis Obispo communities.

### **Destinations**

#### **Community Downtown Centers**

Each community within the SRT study area offers locals and tourists with unique downtown experiences ranging from historical sites, downtown city parks, restaurants and shopping.

#### **Santa Margarita de Cortona**

North of El Camino Real in Santa Margarita and located on Santa Margarita Ranch property, Santa Margarita de Cortona was a sub-mission of Mission San Luis Obispo de Tolosa. It was established to serve Chumash Indians within the Salinas River area. The remains of the mission are incorporated into an existing barn structure and are only accessible by special arrangements with the Santa Margarita Ranch.

#### **Los Padres National Forest**

Located in central California, the Los Padres National Forest extends from Ventura to Monterey counties with an elevation range from sea level to 8,847 feet. In northern San Luis Obispo County the Los Padres National Forest is accessible from Highway 58 East in Santa Margarita and Highway 41 West in Atascadero.

#### **Charles Paddock Zoo**

Located in the City of Atascadero off of Highway 41 West, the Charles Paddock Zoo is the only zoo on the Central Coast. The zoo provides visitors with access to over a hundred species from around the world, educational programs and opportunities for special events throughout the year for the community.

#### **The Carlton Hotel**

Located in the City of Atascadero off of El Camino Real, the historic Carlton Hotel was originally designed as a single-story block-long building in 1928 with an agreement for second story 52-room hotel. The Charlton Hotel has had many different owners of the years and even sat vacant for several years. Recent restoration has allowed for a revitalization of the hotel and restaurants for visitors to enjoy.

#### **Chalk Mountain Golf Course**

Located in the City of Atascadero at the end of El Bordo Avenue, Chalk Mountain Golf Course is an 18-hole public golf course surrounded by native oaks and providing unique golfing opportunities.

#### **Juan Bautista de Anza Santa Margarita River to Expedition Camp #83**

Located in the City of Atascadero along the Salinas River near Ferro Carril Road, Santa Margarita River to Expedition Camp #83 was a village that was used during Juan Bautista de Anza expedition along the historic trail corridor.

#### **Bethel Lutheran Church**

Located in the community of Templeton off of Crocker Street, Bethel Lutheran Church was constructed in

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1891 and used clay from the Salinas River bottom in the manufacturing of the bricks for the church.

### **C.H. Phillips House**

Located off of Main Street in the community of Templeton, the C.H. Phillips House was home to the founder of Templeton in 1886 C.H. Phillips.

### **Salinas River Parkway Preserve**

The Salinas River Preserve is a 153 acre City of Paso Robles owned property located south of the Niblick Road Bridge along the Salinas River. The Salinas River Preserve was established to preserve the natural resources along the Salinas River, provide public access for recreational uses and provide educational resources about the historical significance of the Salinas River.

### **Paso Robles Inn**

Located on Spring Street in the heart of downtown Paso Robles, the Paso Robles Inn was originally built in 1889 and was later rebuilt to its' current conditions after a fire burnt the hotel down in 1940. The Inn showcases selected guest rooms with natural mineral spring water tubs. The Inn draws local and visitors from out-of-town for dining and special events and allows convenient access to downtown Paso Robles.

### **Paso Robles Pioneer Museum**

Located in the northern portion of the City of Paso Robles on Riverside Avenue, the Paso Robles Pioneer Museum is a nonprofit museum that was established in 1975 by the Paso Robles Rotary Club with the intention to preserve the heritage of the City of Paso Robles. The museum is home to many local artifacts, such as the Geneseo School house, and events such as the Annual Rockhound Roundup, Pioneer Day and Woodcarving by members of the California Carvers Guild.

### **Paso Robles Golf Club**

Located in the heart of the City of Paso Robles off of Country Club Drive, the Paso Robles Golf Club provides residents with a full 18-hole championship golf course with a fifty year history of serving the community. In addition the golf course offers a clubhouse, restaurant, banquet facility, veranda and bar.

### **Paso Robles Wineries**

The Paso Robles wine region has a long history of winemaking and grape growing dating back to 1790 when Franciscan Friars produce wine for sacramental purposes and with commercial winemaking beginning in 1870. Local residents and tourists from outside the region flock to the northern San Luis Obispo County area to explore and enjoy the hundreds of wineries and wine options throughout the Paso Robles wine region.

### **Mission San Miguel**

Located at South Mission Street in the Community of San Miguel, Mission San Miguel was founded in 1797 by Father Fermin Francisco de Lausen. Throughout its' history the mission has been used to minister to local Indians, residence, commercial stores, saloon, hotel, retail shops. Today Mission San Miguel is an active parish with a museum and gift shop accessible by the public.

### **Rios Caledonia Adobe and Museum**

Located at South Mission Street in the Community of San Miguel, the Rios Caledonia Adobe was built in

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1835 by local Indians and over time has been used as a residence, post office, mattress making shop and school. The adobe, museum and gift shop were opened in 1978 for public enjoyment. Restoration and maintenance efforts are supported by the Friends of the Abobes, Inc. and the County of San Luis Obispo Parks and Recreation Department.

## **Services**

This section provides an overview the services available to locals and tourists throughout the SRT study area. The concentrations of the services are located within the City of Atascadero and City of Paso Robles. Figure 10 provides an overview of the distribution of services throughout the SRT study area.

### **Grocery Stores**

There are 20 grocery stores throughout the SRT study area with the concentration of stores located within the City of Atascadero and City of Paso Robles.

### **Historical Sites**

There are 9 historical sites located throughout the SRT study, which include Santa Margarita de Cortona, Freedom Veterans Memorial, Veterans Memorial Building, Juan Bautista de Anza Santa Margarita River to Expedition Camp #83, Bethel Lutheran Church, C.H. Phillips House, Geneseo School, Mission San Miguel and Rios Caledonia Adobe.

### **Lodging**

There are approximately 36 hotels, motels and bed and breakfasts within the SRT study area.

### **Public Restrooms**

There are 22 public restrooms accessible throughout the SRT study area with the majority of the facilities located at public parks within each community included in the study area.

### **Restaurants and Cafes**

There are over 200 restaurants and cafes located throughout the SRT study area with the concentration of stores located within the City of Atascadero and City of Paso Robles.

### **Shopping Centers**

There are 29 shopping centers located throughout the SRT study area with the concentration of centers located within the City of Atascadero and City of Paso Robles.

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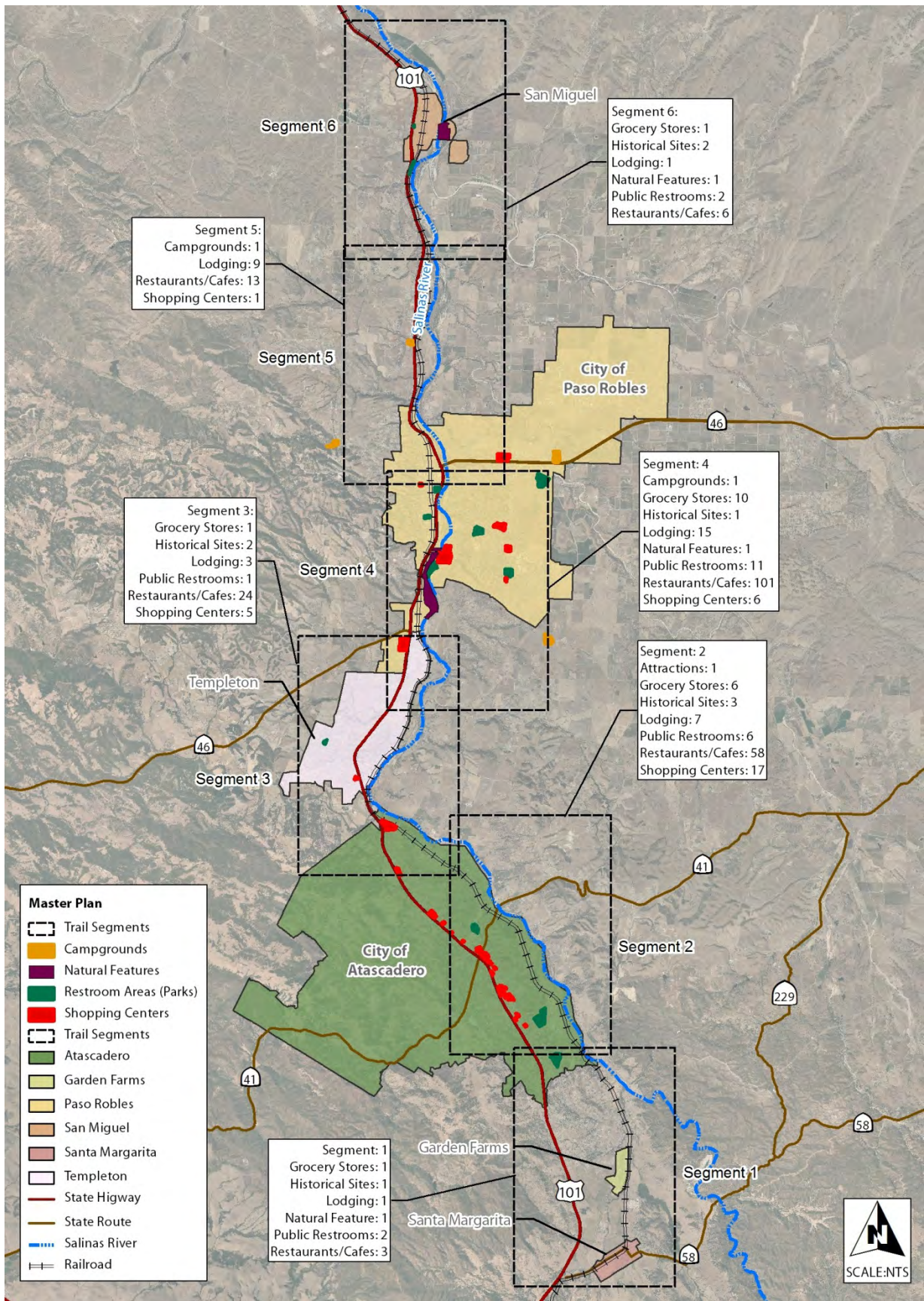


Figure 10 – Destinations and Services



## Recreational Amenities

In addition to the existing destinations and services throughout the SRT study area each community is home to recreational amenities that are open to the public. These recreational areas include public parks, equestrian arenas, sports fields, golf courses and historical sites. These recreational areas offer amenities such as baseball diamonds, picnic areas, playgrounds, soccer fields, trails, BBQ pits, disk golf course, skate park, water features, swimming pools, parking and restrooms. Table 2 below summarizes the recreation areas throughout the SRT study area and Figure 11 identifies the locations of these recreational areas.



Table 2 - Existing Recreational Areas					
DV&LZ	Recreational Area	Parking	Signage	Restroom	Amenities
1	Paloma Creek Park	0	0	0	Baseball Diamonds, Picnic Area, Playground, Soccer Fields, Trail
	Paloma Creek Park Equestrian Arena	0	0		BBQ, Horse Arena
	Santa Margarita Park	0	0	0	BBQ, Gazebo, Picnic Area, Playground
2	Alvord Field	0	0	0	Baseball Diamond
	Atascadero Lake Park	0	0	0	BBQ, Horseshoes, Lake Recreation, Picnic Area, Playground, Trail, Volleyball, Zoo
	Chalk Mountain	0	0		Golf Course
	Colony Park Community Center	0	0	0	Basketball Courts, Gymnasium, Kitchen, Meeting Rooms, Picnic Area
	Hielmann Regional Park	0	0	0	Play Area, Disc Golf Course, Horseshoes, Tennis Court, Volleyball Court, Barbeque Pit, Picnic Tables
	Stadium Park	0	0		Trail
	Sunken Gardens Park	0	0		Benches, Water Feature
	Traffic Way Park	0	0	0	Baseball Diamonds, Playground
	Wranglerette Arena				Horse Arena
	Evers Sport Park	0	0	0	Baseball Diamond
3	Templeton Park	0	0	0	BBQ, Gazebo, Picnic Area, Playground, Swimming Pool, Tot Pool
	Tom Jermin Sr Community Park		0	0	Picnic Area, Playground
	De Anza Estates Equestrian Arena	0	0		Horse Arenas
4	Barney Schwartz Park	0	0	0	Baseball Diamonds, BBQ, Picnic Area, Playground, Soccer Fields, Trail
	Casa Robles Park				No Amenities
	Centennial Park	0	0	0	Basketball Courts, BBQ, Gymnasium, Kitchen, Meeting Rooms, Picnic Area, Playground, Swimming Pool, Tennis, Trail, Volleyball
	Downtown City Park	0	0	0	BBQ, Picnic Area, Playground, Trail
	George Stephan Center			0	Basketball Courts
	Lawrence Moore Park		0	0	Playground, Trail
	Oak Creek Park		0		BBQ, Picnic Area, Trail
	Paso Robles Golf Club		0	0	Golf Course, Food
	Pioneer Park		0	0	Baseball Diamonds, Basketball Courts, BBQ, Picnic Area, Playground, Skatepark
	Robbins Field	0	0	0	Baseball Diamonds
	Royal Oak Meadows Park				BBQ
	Sherwood Forest		0	0	Skatepark
	Sherwood Park		0	0	Baseball Diamonds, Basketball Courts, BBQ, Picnic Area, Playground, Soccer Fields, Tennis, Trail, Volleyball
	Turtle Creek Park				BBQ, Picnic Area, Trail
	Mandella Park				No Amenities
5					
6	San Miguel Park	0		0	Baseball Diamond, BBQ, Horseshoes, Picnic Area, Playground, Swimming Pool, Tot Pool
	Rios Calendonia Adobe	0	0	0	BBQ, Picnic Area



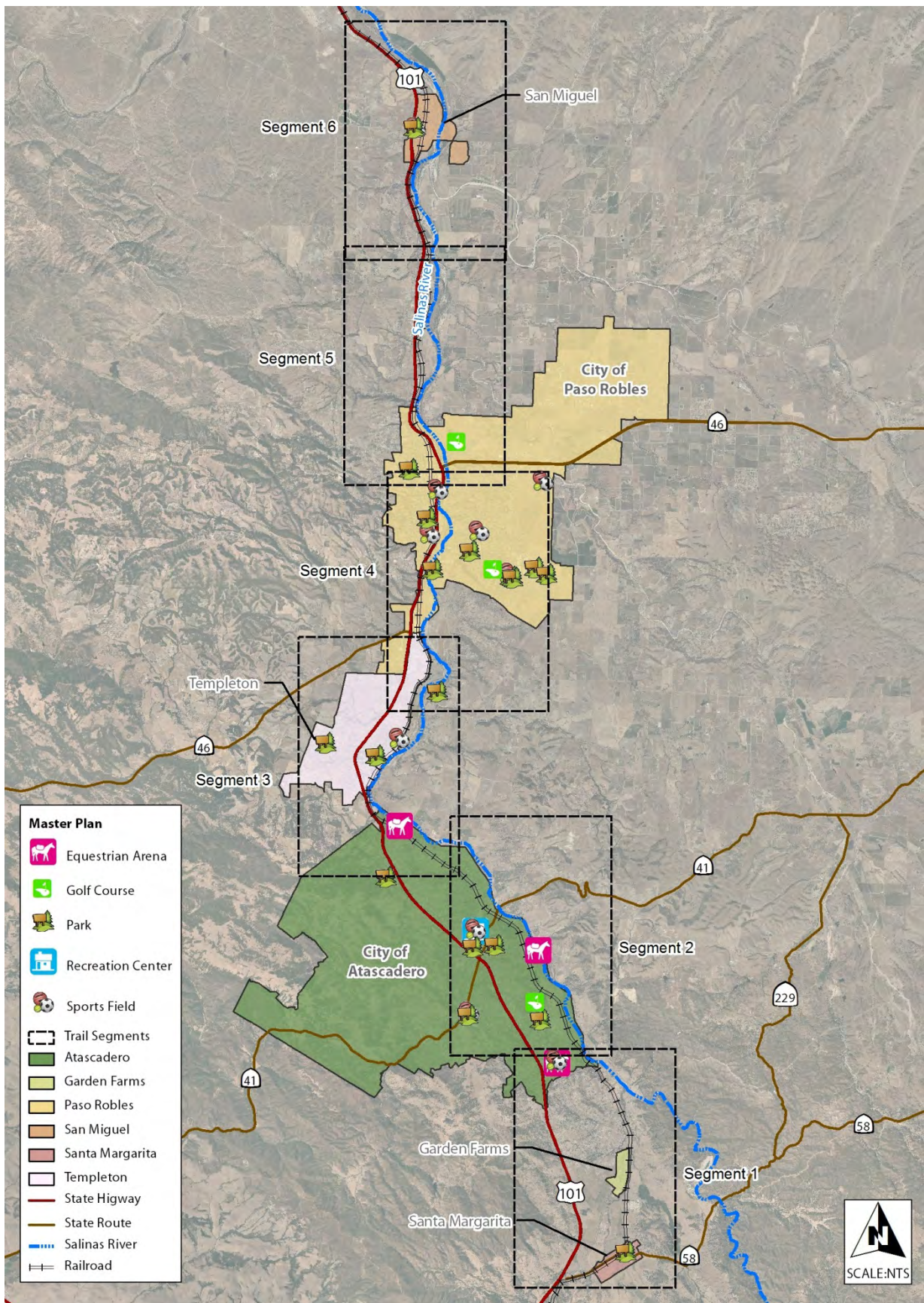


Figure 11 – Recreational Amenities



# Roadway Conditions, Parking and Public Transit

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The majority of the existing roadways within the SRT study area that are adjacent to the Salinas River are local roads with posted speed limits of 25 mph. There are a handful of roadways such as Templeton Road, El Pomar Drive, Neal Springs Road, South River Road and North River Road with posted speed limits up to 50 mph. The following descriptions provide an overview of the major roadways within each segment that are adjacent to the Salinas River and could potentially be used as part of the potential SRT alignment.

## El Camino Real

Located within Reach 1, El Camino Real from Highway 58 in the community of Santa Margarita to Santa Barbara Road in the City of Atascadero is a 30 foot wide improved roadway including a Class II bikeway. At the intersection of El Camino Real and Asuncion Road is a bridge crossing with an existing Class II bikeway, however there are no pedestrian crossing facilities located at this bridge. The Nacimiento Water Project pipeline runs parallel along El Camino Real adjacent to the Union Pacific Railroad from Santa Margarita to Sandoval Road in the City of Atascadero.



## Halcon Road

Located in SRT Reach 1, Halcon Road in the City of Atascadero from Viejo Camino to Rocky Canyon is a 24 foot wide improved roadway with minimal to no shoulder and the majority of the roadway is located on property owned by the State of California. A Class II bikeway is planned on Halcon Road from Calle Milano to Rocky Canyon Road. There are two major crossing along Halcon Road, which includes a Union Pacific Railroad crossing and an Arizona crossing on the Salinas River.





## Rocky Canyon Road

Located in SRT Reach 2, Rocky Canyon Road in the City of Atascadero from Halcon Road to Highway 41 East is a 20 foot wide improved roadway with minimal to no shoulder including as a Class III bikeway. There are no major crossings along Rocky Canyon Road. The Nacimiento Water Project pipeline runs parallel within Rocky Canyon Road from Halcon Road to Highway 41 East.



## Templeton Road

Located in SRT Reaches 2 & 3, Templeton Road in the City of Atascadero to El Pomar Drive in the community of Templeton is a 24 foot wide improved with minimal to no shoulder. A Class II bikeway is planned on Templeton Road from Highway 41 to El Pomar Road. Depending on the proposed SRT alignment, within the City of Atascadero, there is a potential bridge crossing at the intersection of Highway 41 East and Sycamore Road. This bridge crossing has an existing Class II bikeway, however there are no pedestrian crossing facilities located at this bridge. The Nacimiento Water Project pipeline runs parallel within Templeton Road from Highway 41 East to El Pomar Drive.



## North Main Street

Located in SRT Reach 3, North Main Street in the community of Templeton from Templeton Road to Ramada Drive is a 30 foot wide improved roadway including Class II and Class III bikeways. Depending on the proposed SRT alignment, within the community of Templeton, there is a potential bridge crossing at the intersection North Main Street and Templeton Road. This bridge crossing has an existing Class III bikeway, however there are no pedestrian crossing facilities located at this bridge.



## El Pomar Drive

Located in SRT Reach 3, El Pomar Drive in the community of Templeton from Templeton Road to Neil Springs Road is a 24 foot wide improved roadway with minimal to no shoulder including a Class III bikeway. At the intersection of El Pomar Drive and Vaquero Drive there is a river crossing with an existing Class III bikeway, however there are no pedestrian crossing facilities located at this river crossing. The Nacimiento Water Project pipeline runs parallel within El Pomar Drive from Templeton Road to Vaquero Drive.

## South River Road/Neil Springs Road

Located in SRT Reach 4, South River Road in County of San Luis Obispo from El Pomar Drive to Charolais Road in the City of Paso Robles is a 20 foot wide improved roadway with minimal to no shoulder including a Class III bikeway. There are no major crossings along South River Road. The Nacimiento Water Project pipeline runs parallel within South River Road for a small portion from Santa Ysabel Avenue to Charolais Road.

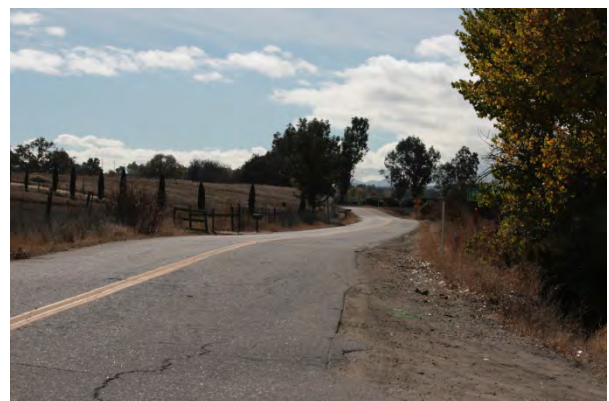
## North River Road

Located in SRT Reach 4, North River Road in this City of Paso Robles from Charolais Road to Highway 46 East is an improved roadway that varies in width throughout the City of Paso Robles and includes Class I and Class II bikeways. There are no major crossings along this segment of North River Road. The Nacimiento Water Project pipeline runs parallel within North River Road from Charolais Road to Highway 46 East.



## North River Road

Located in SRT Reach 5, North River Road in this City of Paso Robles from Highway 46 East to Via Vendemmia in the County of San Luis Obispo is a 24 foot roadway with minimal to no shoulder including a Class III bikeway. A Class I and Class II bikeways are planned on North River Road from Highway 46 East to Via Vendemmia. There are two major crossing along North River Road, which include two river crossings on the Huerhuero Creek. The Nacimiento Water Project pipeline runs parallel within North River Road from Highway 46 East to the Salinas River.





## North River Road

Located in SRT Reach 6, North River Road in the County of San Luis Obispo south of Via Vendemmia to 14<sup>th</sup> Street in the community of San Miguel is a 24 foot roadway with minimal to no shoulder including a Class III bikeway. A Class II bikeway is planned on North River Road from Via Vendemmia to 14<sup>th</sup> Street. There are two major crossing along North River Road, which includes an Arizona crossing on the Estrella River and the 14<sup>th</sup> Street Bridge. This bridge crossing has an existing Class III bikeway, however there are no pedestrian crossing facilities located at this bridge.



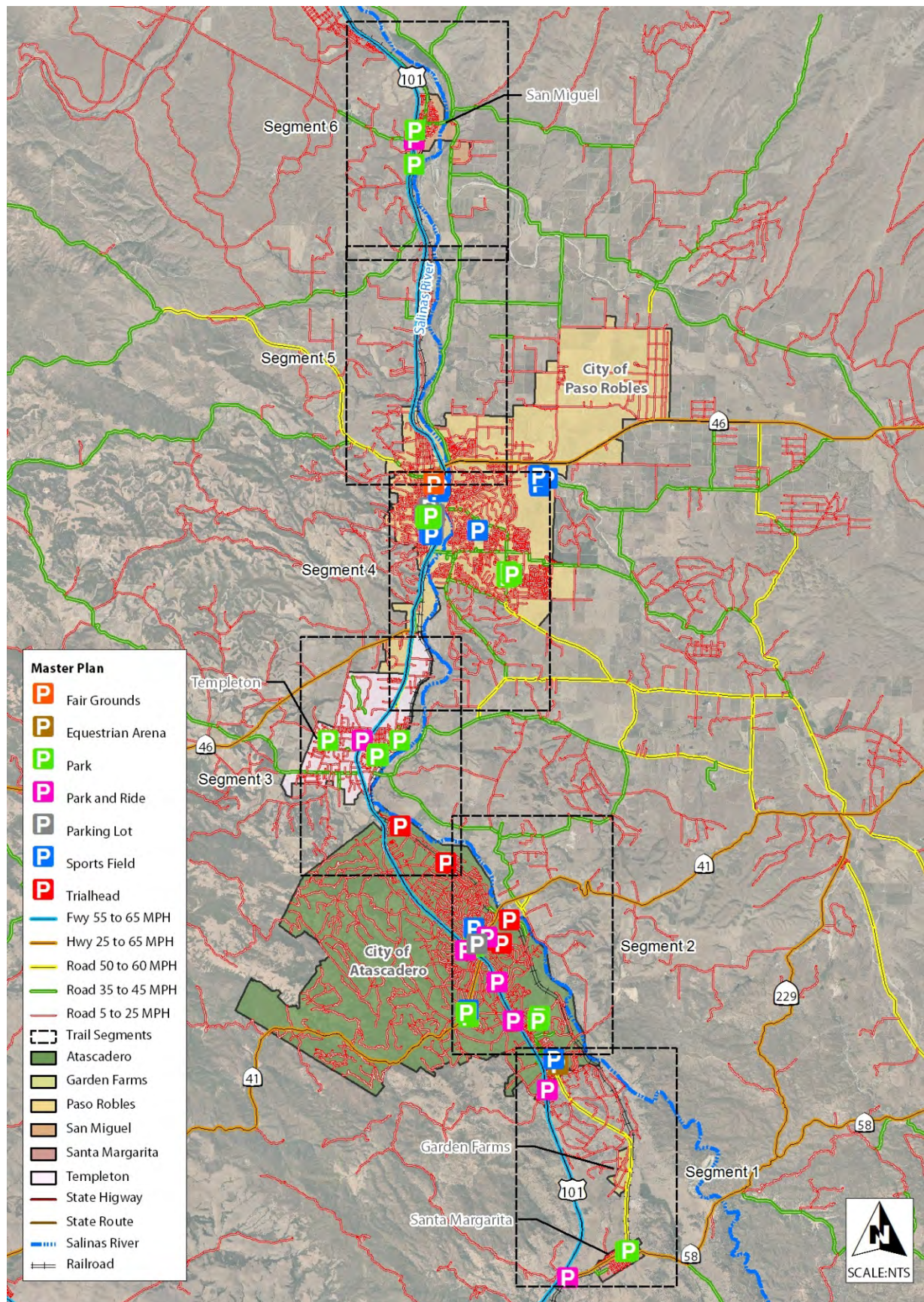
## Public Parking

Public parking is well dispersed throughout the SRT study area, except within Reach 5, which is located north of the City of Paso Robles along North River Road. Public parking areas include public parks and sports fields, equestrian arenas, park and rides and a few trail heads. Table 3 summarizes the existing public parking options available and Figure 12 identifies the locations of the public parking areas throughout the SRT study area.

**Table 3- Existing Public Parking**

DVSLZ	Parking Area	Type	Capa	Total
1	Paloma Creek Park Arena	Equestrian Arena	Parking Area	
	Santa Margarita Park	Park	29	
	Highway 58	Park and Ride	16	
	Paloma Creek Park	Sports Field	150	<b>195</b>
2	Atascadero Lake Park	Park	230	
	Hielmann Regional Park	Park	53	
	Sunken Gardens	Park	53	
	Curbaril Ave	Park and Ride	15	
	Highway 41	Park and Ride	38	
	Santa Rosa Road	Park and Ride	65	
	St Williams Church	Park and Ride	34	
	Atascadero Parking Lot	Parking Lot	40	
	Colony Park Community Center	Recreation Center	160	
	Alvord Field	Sports Field	47	
	Juan Bautista de Anza AMWC Trail	Trailhead	5	
	Stadium Park West & East	Trailhead	14	<b>754</b>
3	Evers Park Field	Park	68	
	Templeton Park	Park	89	
	Tom Jermin Sr Community Park	Park	60	
	Las Tablas Road	Park And Ride	66	
	De Anza Estates Trail	Trailhead	Parking Area	
	Rail Trail	Trailhead	10	<b>293</b>
4	California Mid State Fair Grounds	Fair Grounds	500	
	Pioneer Museum	Museum	11	
	Downtown City Park	Park	108	
	Sherwood Forest	Park	36	
	Sherwood Park	Park	100	
	12th St	Parking Lot	16	
	Park Street	Parking Lot	20	
	Paso Robles City Hall	Parking Lot	100	
	Railroad	Parking Lot	40	
	Spring Street	Parking Lot	52	
	Train Station	Parking Lot	60	
	Barney Schwartz Park	Sports Field	237	
	Centennial Park	Sports Field	104	
	Pioneer Park	Sports Field	154	
	Robbins Field	Sports Field	72	<b>1610</b>
5	No public parking within this segment			
6	San Miguel	Park and Ride	10	
	San Miguel Park	Park	37	
	Rios Caledonia Adobe	Park	40	<b>87</b>





## **Public Transportation**

For northern San Luis Obispo County residents and visitors to the area have several options for public transportation throughout the SRT study area. Figure 13 identifies the existing transit routes and transit stops available to locals and visitors to the North County.

### **Regional Transit Authority Route 9**

From San Luis Obispo; through the communities of Santa Margarita, City of Atascadero, Templeton, and City of Paso Robles; to San Miguel users have access to the Regional Transit Authority (RTA) Route 9 bus service. From San Luis Obispo to Paso Robles public transportation service is provided Monday through Friday on an hourly basis, every 3 hours on Saturday and every 4 hours on Sunday. Departures from San Miguel are limited to every 4 hour Monday through Friday, every 5 hours on Saturday and every 4 hours on Sunday.

### **El Camino Shuttle**

In the City of Atascadero users have access to local public transportation via the El Camino Shuttle public transportation service. Shuttle service is provided from Paloma Park through the City of Atascadero to Twin Cities Hospital in the community of Templeton and is operated Monday through Friday on an hourly basis.

### **Templeton Dial-A-Ride**

In the community of Templeton users have access to local public transportation via the Templeton Dial-A-Ride public transportation service with services provided Tuesday, Thursday and Saturday. Templeton Dial-A-Ride allows users to schedule pickups and drop-offs throughout the community of Templeton from their home and provides connections to RTA Route 9.

### **Paso Robles Express**

In the City of Paso Robles users have access to local public transportation via the Paso Express and Dial-A-Ride services. The Paso Express includes 3 specific routes throughout the City the Paso Robles and operates Monday through Friday and on Saturday on an hourly basis. The Paso Express provides service to both the west and east sides of the City of Paso Robles. Dial-A-Ride services are provided Monday through Friday from 7:00 am to 1:00 pm.

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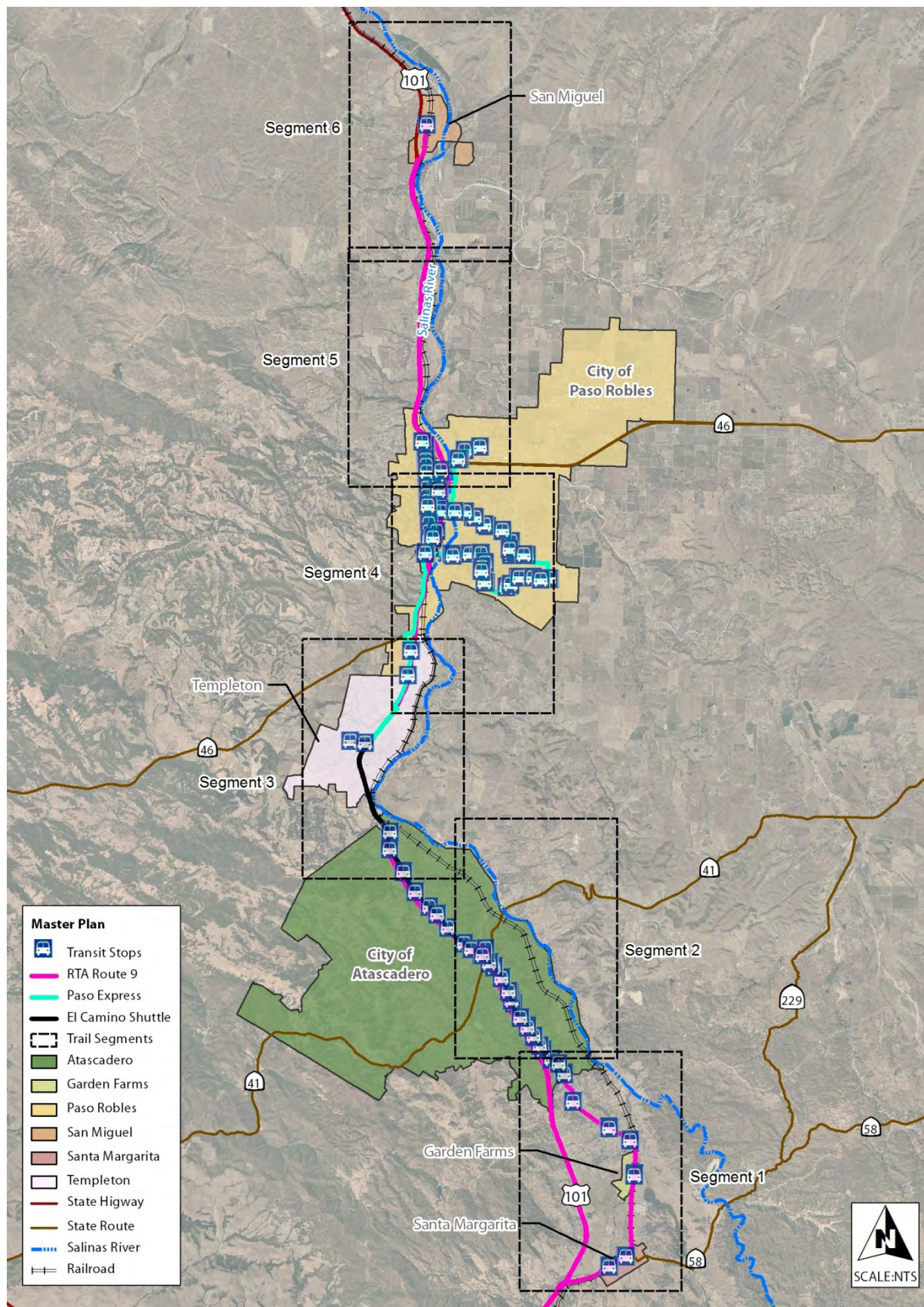


Figure 13 – North San Luis Obispo County Transit Network

# Existing and Planned Bike Facilities

Northern San Luis Obispo County is under the jurisdiction of multiple public agencies including the County of San Luis Obispo, City of Atascadero and City of Paso Robles. Each agency has developed and maintains individual bikeway plans. Currently for the unincorporated areas of northern San Luis Obispo County the 2010 San Luis Obispo County Bikeways Plan is the governing document with respect to bikeway planning. For the City of Atascadero it is the 2010 Atascadero Bicycle Transportation Plan and for the City of Paso Robles it is 2009 Bike Mater Plan City of El Paso de Robles. Table 4 and Figure 14 provide an overview of the existing and planned bikeway facilities throughout the SRT study area.

Table 4 - Bikeway Overview			
DIVIS	Bikeway Status	Type	Miles (One-Way)
1	Existing	Class II	5.7
		Class III	1.5
	Planned	Class I	0.1
		Class II	3.4
2	Existing	Class I	1.2
		Class II	6.0
		Class III	4.5
	Planned	Class I	6.4
		Class II	25.7
		Class III	0.6
3	Existing	Class I	0.5
		Class II	4.4
		Class III	7.5
	Planned	Class I	1.4
		Class II	14.0
4	Existing	Class I	3.6
		Class II	6.7
		Class III	3.8
	Planned	Bicycle Boulevard	3.5
		Class I	1.3
		Class II	27.3
		Class III	17.9
5	Existing	Class II	1.3
		Class III	3.1
	Planned	Bicycle Boulevard	0.7
		Class I	3.1
		Class II	5.2
		Class III	4.1
		Class III	4.1
6	Existing	Class II	2.9
		Class III	6.2
	Planned	Class II	3.0



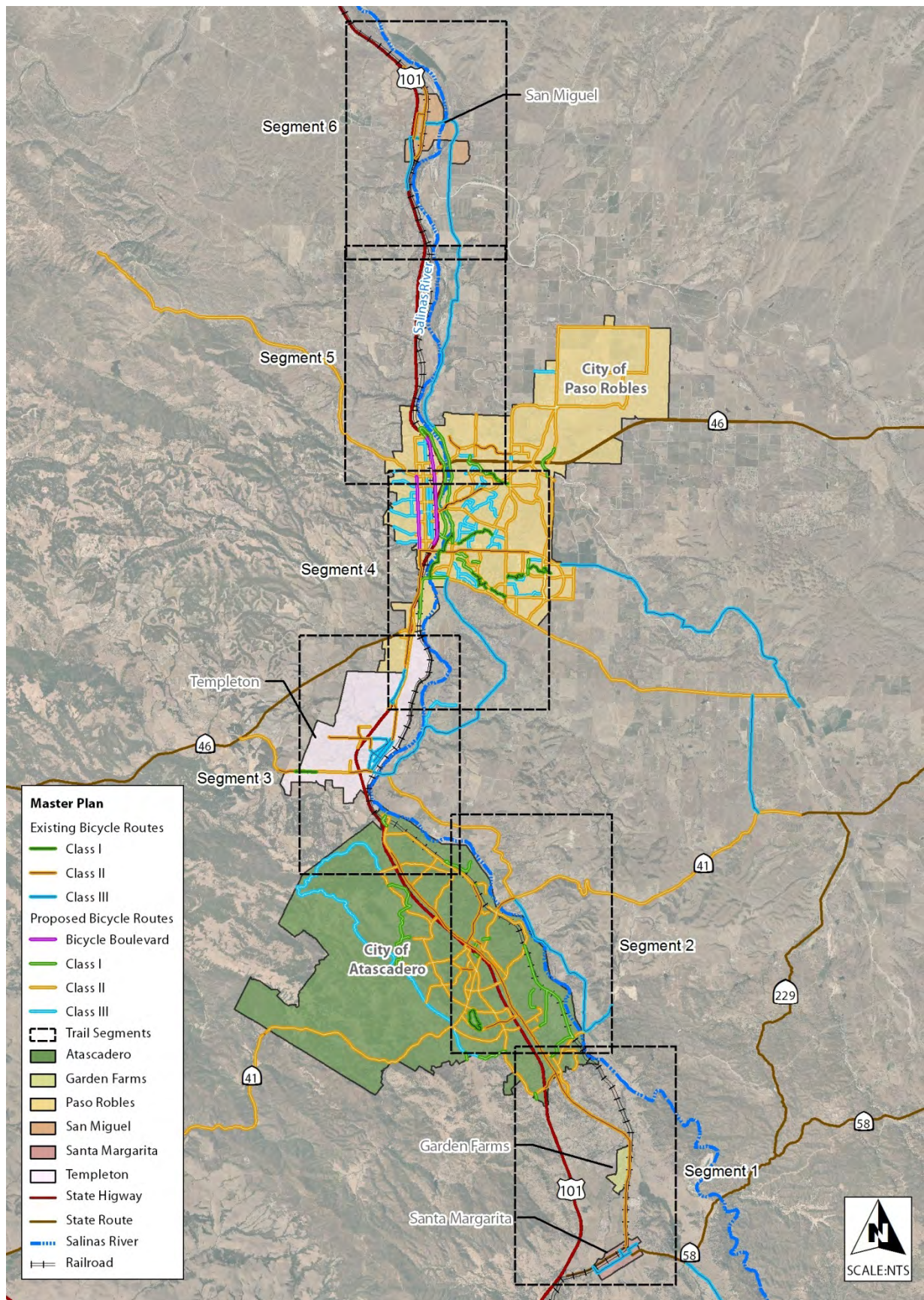
With respect to the proposed SRT alignment there are several existing and planned bikeways that could potentially be integrated in the SRT system and are shown in Table 5.

**Table 5 - Potential SRT Designated Bikeways**

DVBLZ	Bicycle Route	Type	Miles (One-Way)	Start	End
1	Existing Bikeways				
	El Camino Real	Class II	5	Highway 58	Santa Barbara Rd
	Planned Bikeways				
	Paloma Multi-Use	Class I	0.1	Viejo Camino	Paloma Park
	Halcon Rd	Class II	0.3	Viejo Camino	Calle Milano
	Santa Barbara Rd	Class II	0.1	El Camino Real	Viejo Camino
	Viejo Camino	Class II	0.7	Santa Clara Rd	Halcon Rd
	Existing Bikeways				
	Highway 41 East	Class II	0.4	Sycamore Rd	Templeton Rd
	Traffic Way	Class II	0.4	Rosaro Rd	San Jacinto Ave
2	Rocky Canyon Rd	Class III	3.6	Halcon Rd	Highway 41 East
	Planned Bikeways				
	Railroad Multi-Use	Class I	2	Halcon Rd	Gabarda Rd
	Halcon Rd	Class II	0.7	Calle Milano	Rocky Canyon Rd
	Curbaril Ave	Class II	0.2	Gabarda Rd	Acacia Rd
	Sycamore Rd	Class II	1.6	Curbaril Ave	Union Pacific Railroad
	Templeton Rd	Class II	2.9	Highway 41 East	Eureka Ln
	Traffic Way	Class II	0.6	San Jacinto Ave	Chico Rd
	Existing Bikeways				
	N Main St	Class II	0.7	Gibson Rd	Ramada Dr
3	El Pomar Dr	Class III	2.7	Templeton Rd	Neal Spring Rd
	S Main St	Class III	0.9	Templeton Rd	Gibson Rd
	Templeton Rd	Class III	0.9	S Main St	El Pomar Dr
	Planned Bikeways				
	N Ferrocarril Rd	Class I	0.3	N Ferrocarril Rd	
	The Lakes Multi-Use	Class I	1.3	Cielo Grande	Salinas River
	N Ferrocarril Rd	Class II	0.2	N Ferrocarril Rd	
	Santa Cruz Rd	Class II	0.5	Carrizo Rd	El Camino Real
	Templeton Rd	Class II	2.0	Eureka Ln	El Pomar Dr
	Traffic Way	Class II	1.5	Chico Rd	Santa Cruz Rd
	Vaquero Dr	Class III	1.1	El Pomar Dr	Concho Way

DV8UZ	Bicycle Route	Type	Miles (One-Way)	Start	End
4	Existing Bikeways				
	Salinas Parkway Trail	Class I	1.2	Charolais Rd	Navajo Ave
	Neal Springs Rd	Class III	1.1	El Pomar Dr	S River Rd
	S River Rd	Class III	2.7	Charolais Rd	Neal Springs Rd
	Planned Bikeways				
	N River Rd	Class I	0.9	Union Rd	Highway 41 East
	Railroad Multi-Use	Class I	1.0		Salinas River
	S River Rd	Class I	0.8	Mohawk Ct	Union Rd
	Trail	Class I	1.0		Salinas River
	Ramada Dr	Class II	2.1	N Main St	Vendels Cir
	S River Rd	Class II	0.8	Charolais Rd	Mohawk Ct
5	Existing Bikeways				
	N River Rd	Class III	4.0		N River Rd
	Planned Bikeways				
	Trail	Class I	1.4		Salinas River
	N River Rd	Class I	0.9	Highway 46 East	N River Rd
6	Existing Bikeways				
	North River Rd	Class III	3.8	North River Rd	10th St
	Planned Bikeways				
	North River Rd	Class II	3.8	North River Rd	10th St





**Figure 14 – Existing and Planned Bicycle Routes**

# Public Lands and Access Easements

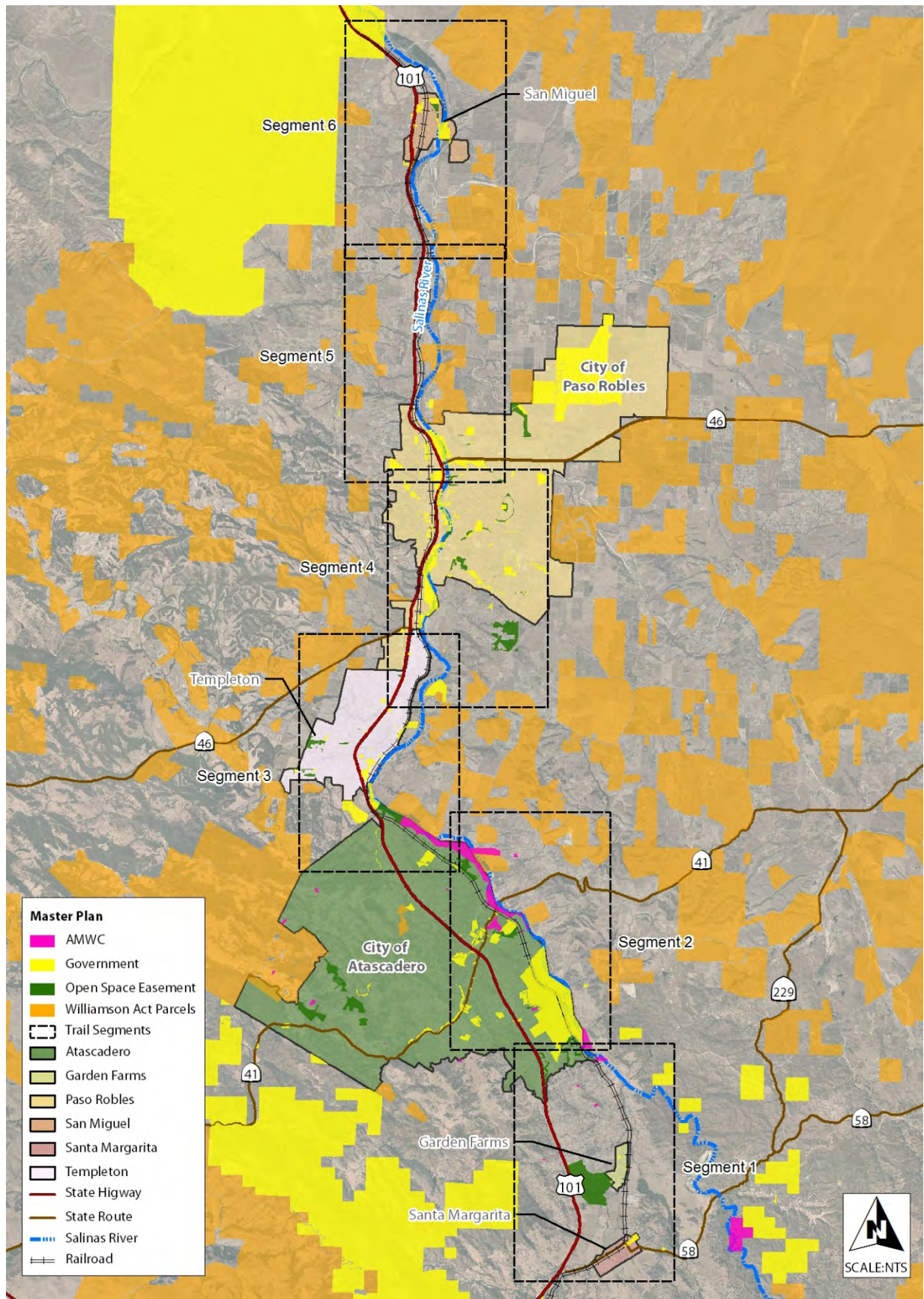
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## Public Lands

Public agency owned properties offer potential opportunities for proposed trail alignments. Public agencies are generally more likely to allow public access and public access easements. Figure 15 identifies the public agency, open space easement and Atascadero Mutual Water Company (AMWC) owned properties throughout the SRT study area. The public agency properties shown on Figure 15 include the following:

- United States of America
- State of California
- County of San Luis Obispo
- City of Atascadero
- Atascadero Cemetery District
- Atascadero Unified School District
- City of Paso Robles
- Paso Robles Cemetery District
- Paso Robles Joint Unified School District
- Santa Margarita Cemetery District
- Santa Margarita Fire District
- Garden Farms County Water District
- Templeton Community Services District
- Templeton Unified School District
- San Miguel Community Services District
- San Miguel Elementary School District





## Existing Trails

Throughout the SRT study area the City of Atascadero and the City of Paso Robles contain the majority of the existing trail systems adjacent to the Salinas River. The following describes the more formal trail systems throughout the study that may potentially be designated as part of the SRT system. Table 6 and Figure 16 provide an overview of the potential SRT designated trail segments and the following description provide more detailed information about the existing trail segments.

**Table 6 - Potential SRT Designated Trails**

Segment	Trail System	Miles	Use	Surface	Location	Signage	Parking
1	Las Lomas North	0.4	Pedestrian	Unimproved	Halcon Rd	Yes	No
2	JBDA AMWC	1.0	Ped & Equine	Unimproved	Sycamore Rd	Yes	Street
	JBDA North	1.3	Ped & Equine	Unimproved	Salinas River	Yes	Street
	JBDA South	1.7	Ped & Equine	Unimproved	Gabarda Rd	Yes	Street
3	JBDA Bikeway	0.2	Ped & Equine	Asphalt	N Ferro Carril Rd	No	Street
	JBDA De Anza Estates	0.6	Ped & Equine	Asphalt/Unimp	N Ferro Carril Rd	Yes	Lot
	JBDA North	1.6	Ped & Equine	Asphalt/Unimp	Salinas River	Yes	Street
	Rail Trail	0.9	Ped & Equine	Asphalt/Unimp	Traffic Way	No	Lot
4	Charolais Corridor	0.3	Ped & Bike	Concrete	Charolais Rd	Yes	Street
	Salinas Parkway	1.7	Ped & Bike	Asphalt/Unimp	Riverbank Ln	Yes	Street
	South River Road	0.8	Ped & Bike	Asphalt/Concrete	S River Rd	Yes	Street
5	No public existing trails within this segment						
6	No public existing trails within this segment						

### Las Lomas North Trail

The Las Lomas North Trail is located within the City of Atascadero off Halcon Road. It is one segment of the overall trail system for the Las Lomas Development. It is a dirt trail system for pedestrian and equine access with trail heads signage. Parking is not available directly at the trail head and is limited to Paloma Creek Park.





### JBDA South Trail

The Juan de Bautista de Anza South Trail is located within the City of Atascadero on the City of Atascadero wastewater treatment plant property off Gabarda Road. This trail is part of the official Juan de Bautista de Anza historical trail corridor. It is a dirt trail system for pedestrian and equine access with trail heads signage. This trail system is directly adjacent to the Salinas River and parking is limited to on street at the trail head.



### JBDA AMWC Trail

The Juan de Bautista de Anza AMWC Trail is located within the City of Atascadero on property owned by the Atascadero Mutual Water Company. This trail is part of the official Juan de Bautista de Anza historical trail corridor. It is a dirt trail system for pedestrian and equine access with trail heads signage. This trail system is directly adjacent to the Salinas River and parking is limited to on street at the trail head.



### JBDA North Trail

The Juan de Bautista de Anza North Trail is located within the City of Atascadero on property owned by the Atascadero Mutual Water Company. This trail is part of the official Juan de Bautista de Anza historical trail corridor. It is a dirt trail system for pedestrian and equine access with trail heads signage. This trail system is directly adjacent to the Salinas River and parking is limited to on street at the trail head.



### **Rail Trail**

The Rail Trail is located within the City of Atascadero on property owned by De Anza Estates, LLC. This trail runs parallel to the Union Pacific Railroad. The trail surface conditions transition from poorly maintained asphalt to dirt. Both pedestrians and equestrian users have access to this trail segment. This trail offers limited parking, but does not have adequate trail head signage.



### **JBDA Bikeway Trail**

The Juan de Bautista de Anza Bike Trail is located within the City of Atascadero on property owned by Graves Creek Estates, LLC. The trail surface is asphalt, but there are signs that this trail segment is not well maintained. Parking is limited to on street parking and does not have adequate trail head signage.



### **JBDA De Anza Estates Trail**

The Juan de Bautista de Anza Estates Trail is located within the City of Atascadero on property owned by Graves Creek Estates, LLC. This trail is part of the official Juan de Bautista de Anza historical trail corridor. It is a dirt trail system for pedestrian and equine access with trail heads signage. This trail system is directly adjacent to the Salinas River and parking is limited to on street parking at the trail head.





### **Charolais Corridor Trail**

The Charolais Corridor Trail is an overall trail system located on Charolais Road located within the City of Paso Robles. This segment of the trail is located on property owned by the City of Paso Robles and was constructed in 2012. This trail segment is a Class I bikeway with educational signage and decorative planting along the length of the trail.



### **Salinas Parkway Trail**

The Salinas Parkway Trail is located within the City of Paso Robles on property owned by the City of Paso Robles. The trail surface conditions transition from dirt to asphalt and concrete. This trail is considered a Class I bikeway and is directly adjacent to the Salinas River with on street parking at the trail head.



### **South River Road Trail**

The South River Road Trail is located within the City of Paso Robles on property owned by the City of Paso Robles. The trail surface conditions are concrete and the trail is located directly adjacent to the Salinas River with on street parking at the trail head. This trail segment is a Class I bikeway with educational signage and decorative planting along the length of the trail.



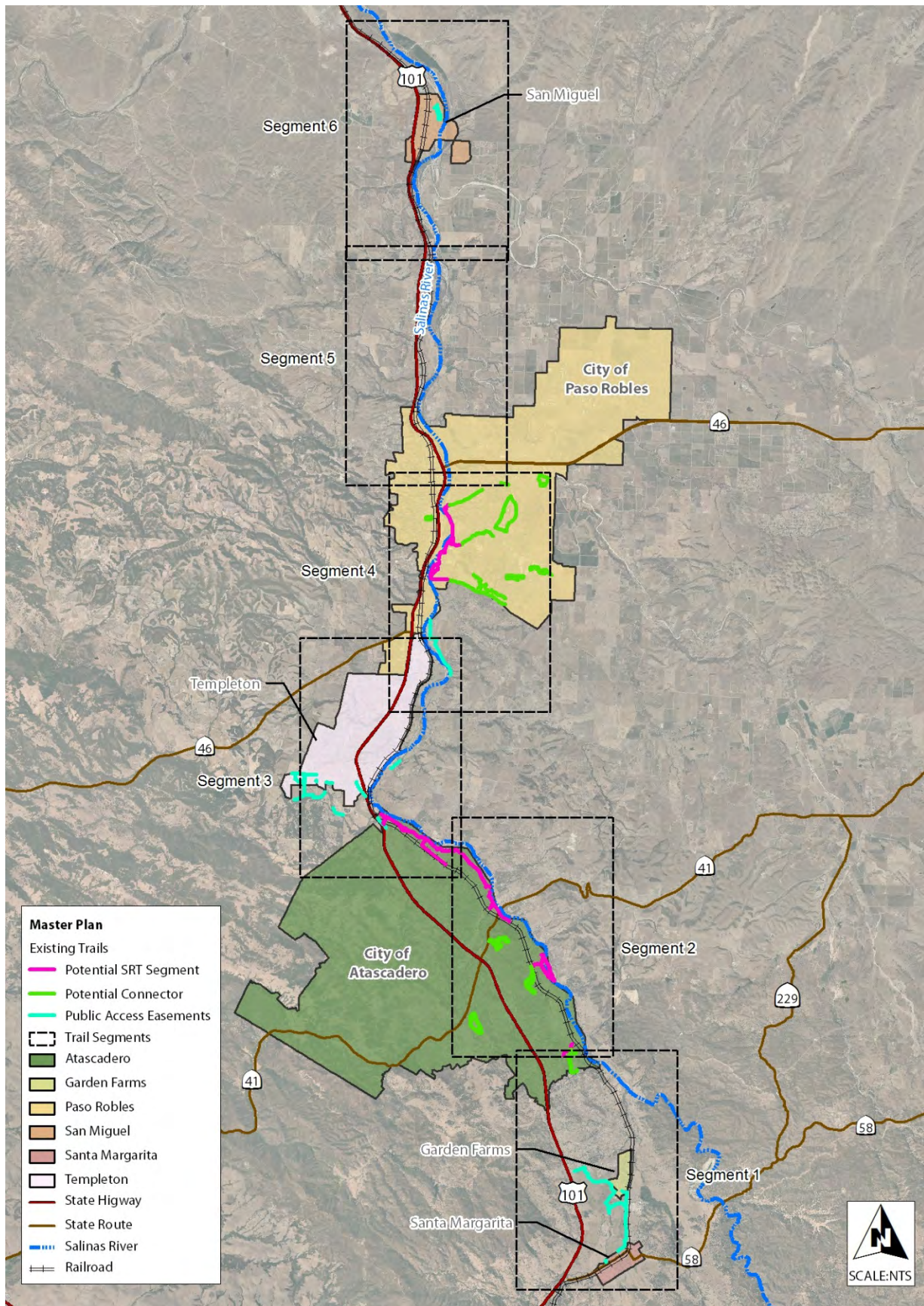
## Public Access Easements

Based on information provided by the County of San Luis Obispo Parks and Recreation department there are a handful of properties that the County of San Luis Obispo is working with to obtain public trail easements. Table 7 describes the public access easements in more detail and Figure 16 identifies the locations of these public access easements throughout the SRT study area.

**Table 7 - Public Access Easements**

DV&UZ	Location	TybW	Width	SLO County Status
1	Maria Avenue	Pedestrian Trail	10	Existing Trail Easement
	APN 070-111-037	Ped & Equine & Bike	10, 25, 30, 50	Ready to be Accepted Trail Offer
	APN 070-121-028	Pedestrian Trail	10	Ready to be Accepted Trail Offer
	APN 070-091-036	Pedestrian Trail	NA	Trail Offer in Process
2	No public access easements found within this segment			
3	The Vineyards Development	Ped & Equine	6, 25, 60	Accepted Trail Offer
	APN 039-221-021	Ped & Equine	25	Accepted Trail Offer
	Rossi Road	Pedestrian Trail	NA	Accepted Trail Offer
	APN 049-045-012 & 019 & 020	Ped & Bike	20	Existing Trail Easement
	APN 039-271-058	Ped & Equine	20 & 25	Ready to be Accepted Trail Offer
	APN 039-271-058	Ped & Equine	25	Ready to be Accepted Trail Offer
	APN 039-281-055 & 056	Pedestrian Trail	10	Ready to be Accepted Trail Offer
	APN 039-231-011 & 012 & 013	Pedestrian Trail	25	Ready to be Accepted Trail Offer
	APN 034-011-017 & 018	Pedestrian Trail	50	Ready to be Accepted Trail Offer
	APN 039-261-043 & 046	Private Access	25	Ready to be Accepted Trail Offer
4	APN 020-282-010 & 002	Pedestrian Trail	25 & 100	Ready to be Accepted Trail Offer
5	No public access easements found within this segment			
6	APN 021-151-045	Ped & Equine	NA	Ready to be Accepted Trail Offer
	APN 021-157-042	Pedestrian Trail	10	Ready to be Accepted Trail Offer





## Trails Potentially Connecting to the SRT

In addition to the existing trail systems, which may be incorporated into the SRT system, there are several other existing trail systems that are not directly adjacent to the Salinas River, but could serve as possible connectors throughout the study area communities. Table 8 describes these potential trail connectors and Figure 16 identifies the locations of these existing trails throughout the SRT study area.

**Table 8 - Potential Trail Connectors**

DV&UZ	Trail System	Mi	Use	Surface	Location
1	Las Lomas Trail	1.1	Pedestrian	Unimproved	Halcon Rd
2	ALPS Trail	0.3	Pedestrian	Unimproved	Mercedes Ave
	Blue Oak Trail	0.4	Pedestrian	Unimproved	Pinal Ave
	Jim Green Trail	1.5	Pedestrian	Unimproved	Cortez Ave
	Mackey Trail	0.2	Pedestrian	Unimproved	Mercedes Ave
	Pine Mountain Loop Trail	0.8	Pedestrian	Unimproved	Pinal Ave
	Stadium Park Trail	0.4	Pedestrian	Unimproved	Mercedes Ave
	Lake Pavilion Loop Trail	0.2	Ped & Bike	Asphalt	Santa Rosa Rd
	Atascadero Lake Trail	1.2	Ped & Bike	Asphalt	Santa Rosa Rd
4	Almendra Court Trail	0.2	Ped & Bike	Asphalt	Crown Way
	Barney Schwartz Park Loop	0.9	Ped & Bike	Asphalt/Concrete	Union Rd
	Centennial Park Trail	0.9	Ped & Bike	Asphalt	Nickerson Dr
	Charolais Corridor Trail	1.4	Ped & Bike	Concrete	Charolais Rd
	City Park Loop	0.4	Ped & Bike	Concrete	Spring St
	Navajo sidewalk	0.3	Ped & Bike	Concrete	Navajo Ave
	Royal Oak Meadows Trail	0.2	Ped & Bike	Asphalt	Parkview Ln
	Sherwood Forest Loop	1.0	Ped & Bike	Asphalt/Con/Unimp	Scott St
	Snead/Rambouillet Trail	1.3	Ped & Bike	Asphalt/Unimproved	Rambouillet Rd
	Turtle Creek Loop	0.9	Ped & Bike	Asphalt/Con/Unimp	Brookhill Dr
	Union Road Trail	1.3	Ped & Bike	Asphalt/Concrete	Union Rd
	Water Tank Loop	2.0	Ped & Bike	Concrete	Golden Hill Rd
5	No public existing trails within this segment				
6	No public existing trails within this segment				



# Opportunities and Constraints

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## Reach 1: Santa Margarita to Halcon Road Atascadero

### Description:

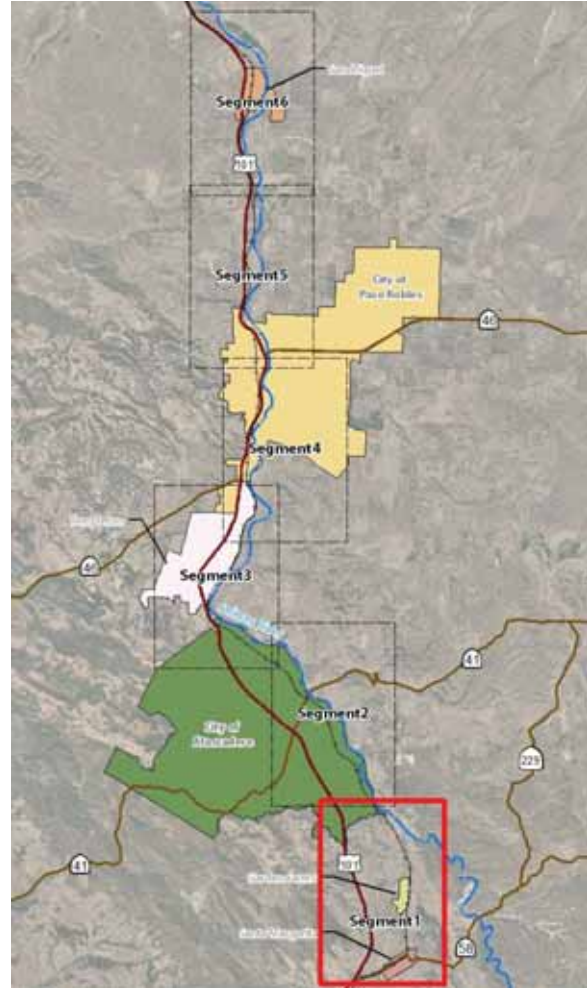
Approximately seven miles long, Reach 1 of the SRT is anchored by the communities of Santa Margarita and Garden Farms. This portion of the proposed trail alignment is bound on the west by Highway 101 and El Camino Real on the east and falls within the historical Juan de Bautista de Anza trail corridor. However, access to the Salinas River corridor is approximately 1.5 miles east of any proposed trail alignments. There are no existing formal or informal trails within the communities of Santa Margarita and Garden Farms, but there are existing recreational trails near Halcon Road that are part of the Las Lomas subdivision.

### Adjacent Land Ownership:

- Private Land Owners
- City of Atascadero
- County of San Luis Obispo
- Atascadero Unified School District
- Dove Creek Community Association
- Southside Villas Homeowners Association
- Atascadero Mutual Water Company
- Union Pacific Railroad Company
- UNOCAL Pipeline Company

### Points of Interest:

- Santa Margarita de Cortona
- Santa Margarita Ranch
- Santa Margarita Park
- Los Padre National Forest
- Paloma Creek Park
- Paloma Creek Park Equestrian Arena





### River Crossings:

Santa Margarita Creek crossing located at El Camino Real and Asuncion Road.

- Crossing: Santa Margarita Creek
- Community: Garden Farms
- Type: Bridge
- Constructed: 1930
- Overall width: 32'
- Number of lanes: 2
- Lane width: 12'
- Shoulder width: 4'
- Bikeway facilities: Not present
- Pedestrian facilities: Not present



### Opportunities:

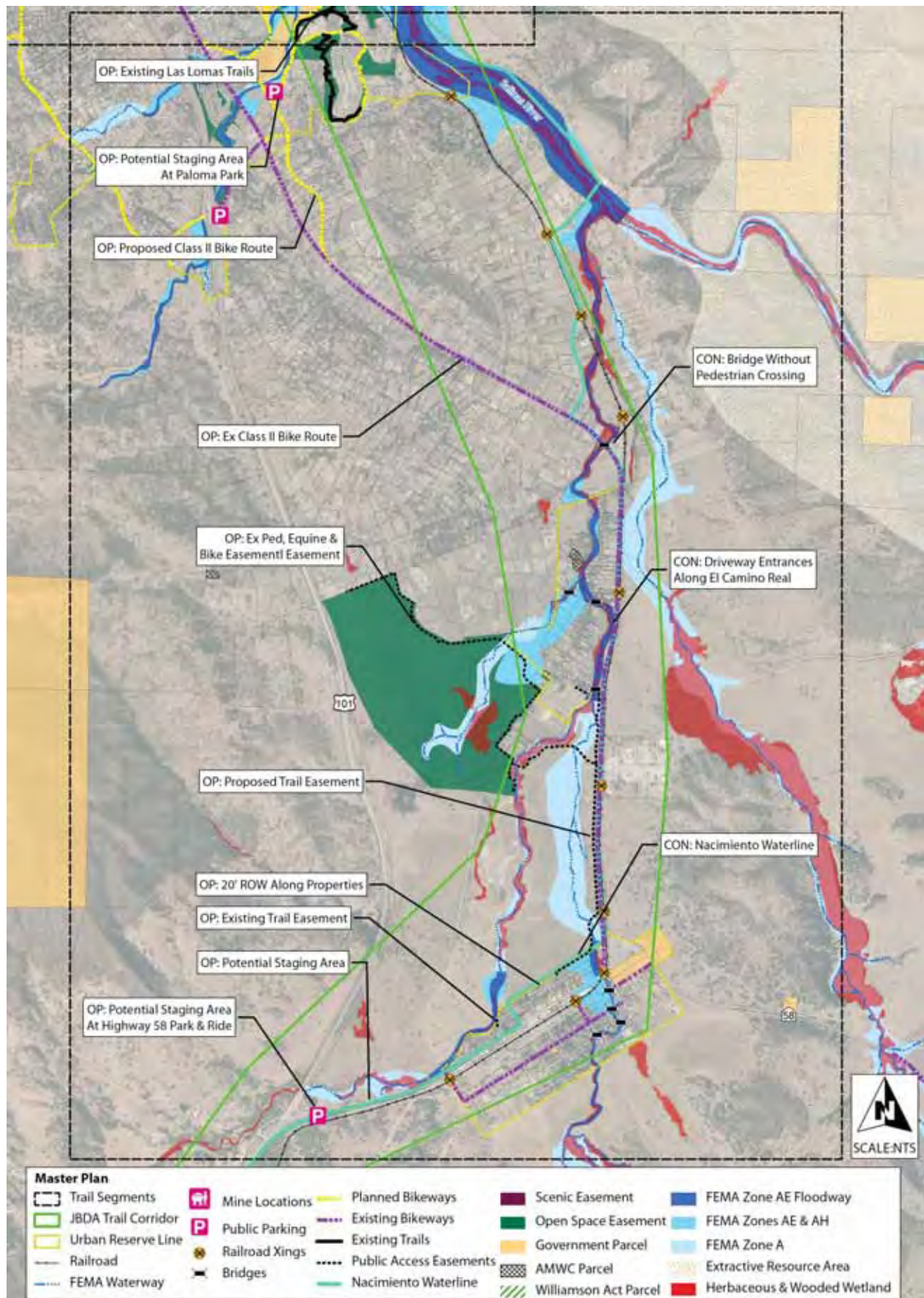
- The Park and Ride at Highway 101 and the Highway 58 exit could serve as a potential staging area for trail users
- Potential staging area along north side of El Camino Real entering Santa Margarita
- Potential staging area at an entrance to Santa Margarita Ranch along El Camino Real west of Wilhelmina Avenue
- Existing 10 foot wide trail and easement on F Street
- 20 foot road right-of-way between the southerly edge of the Santa Margarita Ranch property and adjacent properties in Santa Margarita from Yerba Buena Avenue east to El Camino Real
- Proposed County of San Luis Obispo trail easement on the Santa Margarita Ranch property from Santa Margarita to Garden Farms
- Pedestrian, equestrian and bicycle easements within Garden Farms
- Existing Class II bikeway from Santa Margarita to the southern end of the City of Atascadero
- Existing bridge crossing at the intersection of El Camino Real and Asuncion with Class II bikeway
- Potential trail access point at the north end of Encina Avenue
- Potential staging area at Paloma Creek Park and Equestrian Arena
- Existing trails along Halcon Road and in the Las Lomas subdivision
- Trail system in this segment could be designated as part of the Juan de Bautista de Anza historical trail corridor

### Constraints

- Existing bridge crossing at Santa Margarita Creek at the intersection of El Camino Real and Asuncion with no existing bikeway or pedestrian crossing facilities
- Nacimiento Water Project Pipeline pipe bridge running parallel to Santa Margarita Creek bridge
- Potential conflict with Nacimiento Water Project Pipeline on the southerly portion of the Santa Margarita Ranch property
- Potential conflict with Nacimiento Water Project Pipeline on the easterly edge of El Camino Real from Santa Margarita to Sandoval Road depending on proposed SRT alignment
- Deviation from an El Camino Real alignment to from Santa Margarita to the City of Atascadero to be closer to the Salinas River could force potential trail segments into residential areas and onto private properties
- Deviation from an El Camino Real alignment from Santa Margarita to the City of Atascadero would require an at-grade railroad crossing
- A trail segment adjacent to the Salinas River would most likely fall within the Salinas River floodway
- Potential conflict with driveway entrances on the west side of El Camino Real in the community of Garden Farms



## Reach 1: Santa Margarita to Halcon Road Atascadero



## Reach 1: Santa Margarita to Halcon Road Atascadero

Potential SRT staging area located at the existing Caltrans Highway 58 Park and Ride facility.



Potential SRT staging area located on the north side of Highway 58 near an entrance to the Santa Margarita Ranch property.



Potential SRT staging area located at the north side of Yerba Buena Avenue at an entrance to the Santa Margarita Ranch property. The location is commonly used as an entrance and parking area for special events at the ranch.





## Reach 1: Santa Margarita to Halcon Road Atascadero

Southerly edge of the Santa Margarita Ranch property, at Yerba Buena Avenue, looking west behind residential properties in the community of Santa Margarita. This area could potentially be included in the proposed SRT alignment based on alignment selection criteria.



Southerly edge of the Santa Margarita Ranch property, at Yerba Buena Avenue, looking east behind residential properties in the community of Santa Margarita. This area could potentially be included in the proposed SRT alignment, but will have to avoid conflicts with the Nacimiento Water Pipeline.



Southerly edge of the Santa Margarita Ranch property, at Yerba Buena Avenue, looking east behind residential properties in the community of Santa Margarita. This area could potentially be included in the proposed SRT alignment, but will have to avoid conflicts with the Nacimiento Water Pipeline



## Reach 1: Santa Margarita to Halcon Road Atascadero

Potential trail access location at the northerly end of Encina Avenue in the community of Santa Margarita. This portion of road is within the public right-of-way, but has not been improved.



Westerly edge of El Camino Real looking north towards the community of Garden Farms. This area could potential support a segment of the proposed SRT alignment.



Looking south towards the community of Santa Margarita along the easterly edge of the Santa Margarita Ranch property. The County of San Luis Obispo Parks and Recreation Department is in negotiations with Santa Margarita Ranch for a proposed trail access easement on the property.





## Reach 1: Santa Margarita to Halcon Road Atascadero

Access to existing pedestrian, equestrian and bike easement on Harvest Way located north of Walnut Avenue in the community of Garden Farms.



Paloma Creek Equestrian Arena in conjunction with Paloma Creek Park could serve as staging areas for the proposed SRT alignment.



Las Lomas nature trail, which runs through the Las Lomas development and parallel to Halcon Road could be incorporated as a potential segment of the proposed SRT alignment.



## Reach 2: Halcon Road Atascadero to The Lakes of Atascadero

### Description:

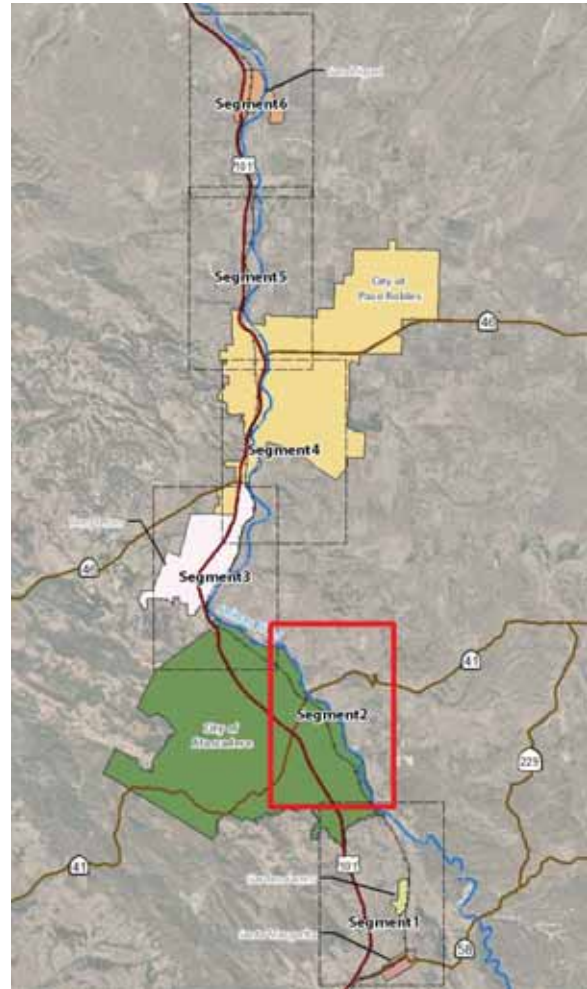
Approximately six miles long, Reach 2 of the SRT is located in the heart of the City of Atascadero. This portion of the proposed trail alignment diverges from El Camino Real along Halcon Road and runs parallel along the Salinas River. It is bounded on the west by the Union Pacific Railroad and Rocky Canyon Road on the east. This portion of the proposed trail alignment falls within the historical Juan de Bautista de Anza trail corridor and benefits from a majority of formal and informal trails within the City of Atascadero. The City of Atascadero Wastewater Treatment Plant (WWTP) property is home to the Juan de Bautista de Anza "South" Trail Segment, while approximately two miles of Juan de Bautista de Anza "AMWC" and "North" Trail Segments are located on property along the Salinas River owned by the Atascadero Mutual Water Company (AMWC). In addition, the Jim Green Trail is located in this segment, which could serve as a potential local trail loop to the SRT.

### Adjacent Land Ownership:

- Private Property Owners
- City of Atascadero
- County of San Luis Obispo
- County of San Luis Obispo Board of Education
- State of California
- Atascadero Land Preservation Society
- Atascadero Unified School District
- Kris Lomas Homeowners Association
- Lakes of Atascadero HOA
- Patrica Village Homeowners Association
- Atascadero Mutual Water Company
- Pacific Gas & Electric Company
- Union Pacific Railroad Company

### Points of Interest:

- Charles Paddock Zoo
- Freedom Veterans Memorial



- Veterans Memorial Building
- Juan Bautista de Anza Santa Margarita River to Expedition Camp #83
- Alvord Field
- Atascadero Lake Park
- Chalk Mountain
- Colony Park Community Center
- Hielmann Regional Park
- Stadium Park
- Sunken Gardens Park
- Traffic Way Park
- Wranglerette Arena



### River Crossings:

Salinas River crossing on Halcon Road.

- Crossing: Salinas River
- Community: City of Atascadero
- Type: Arizona Crossing
- Constructed: Not available
- Overall width: 20'
- Number of lanes: 2
- Lane width: Not delineated
- Shoulder width: Not delineated
- Bikeway facilities: Not present
- Pedestrian facilities: Not present



Salinas River abandoned bridge abutment at Curbrail Avenue and Acadic Road.

- Crossing: Salinas River
- Community: City of Atascadero
- Type: Abandoned
- Constructed: Not available
- Overall width: Not available
- Number of lanes: Not available
- Lane width: Not available
- Shoulder width: Not available
- Bikeway facilities: Not present
- Pedestrian facilities: Not present



Salinas River crossing on Highway 41 East.

- Crossing: Salinas River
- Community: City of Atascadero
- Type: Bridge
- Constructed: Not available
- Overall width: 45'
- Number of lanes: 2
- Lane width: 12'
- Shoulder width: 8'
- Bikeway facilities: Not present
- Pedestrian facilities: Not present



### Opportunities:

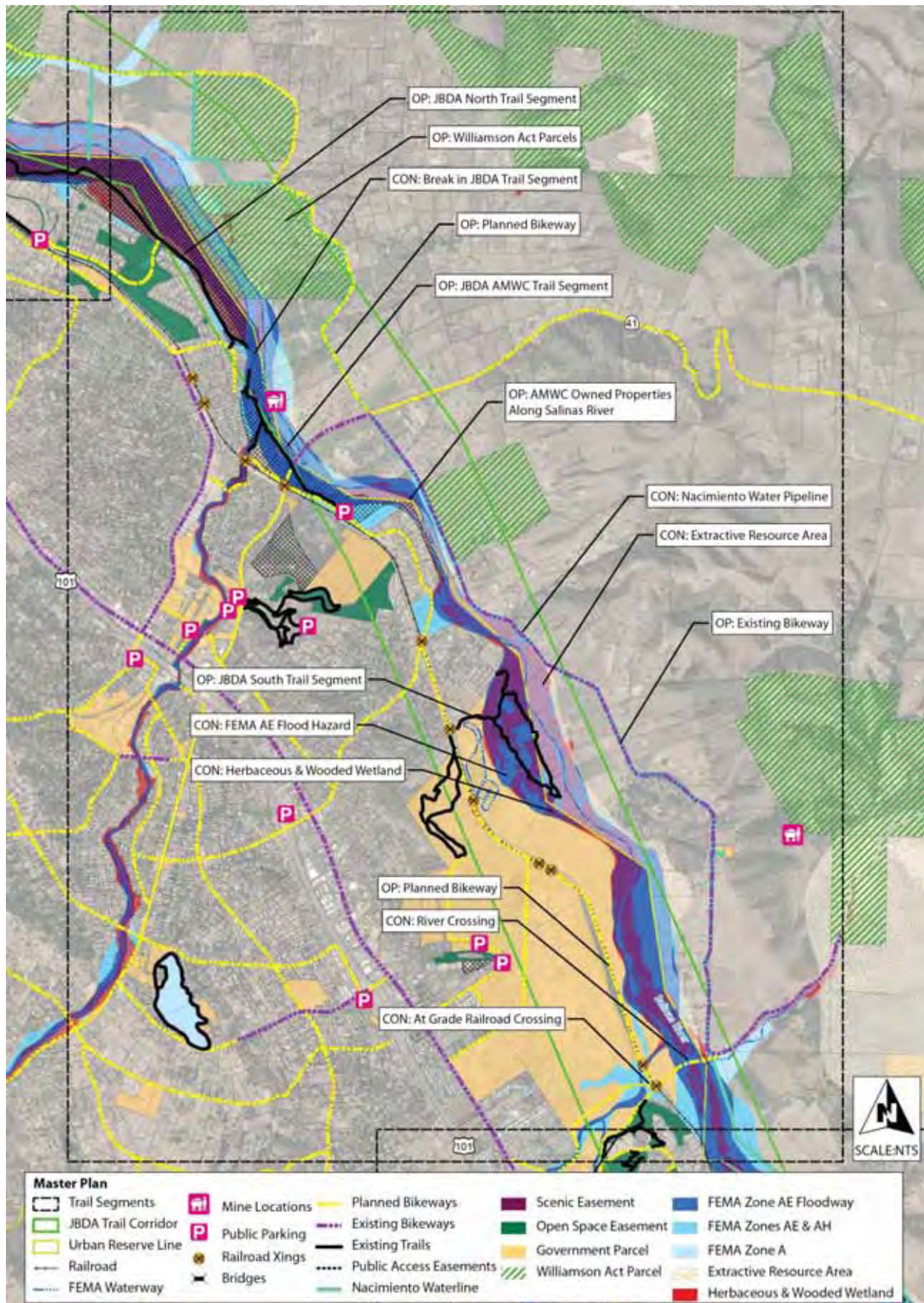
- Planned Class I bikeway through the southerly portion of the Atascadero State Hospital property from Paloma Park, along the Union Pacific railroad tracks to Curbaril Avenue
- Planned Class II bikeway on Halcon Road from Viejo Camino to Rocky Canyon Road
- Existing Class III bikeway from Halcon Road to Highway 41 East
- Potential trail access on State of California property east of the Union Pacific Railroad and west of the Salinas River
- Existing Juan de Bautista de Anza "South" Trail Segment at Gabarda Road on City of Atascadero WWTP property
- Atascadero Mutual Water Company owns the majority of the parcels directly within The Salinas River From Acacia Road To North Ferrocarril Road
- Existing Juan de Bautista de Anza "AMWC" Trail Segment located on property owned by Atascadero Mutual Water Company
- Existing Juan de Bautista de Anza "North" Trail Segment located on property owned by Atascadero Mutual Water Company
- Planned Class I bikeway within the Lakes of Atascadero subdivision
- Planned Class II bikeway on Templeton Road from Highway 41 East to the community of Templeton
- Several private properties along Templeton Road adjacent to the Salinas River have Williamson Act agreements
- Trail system in this segment could be designated as part of the Juan de Bautista de Anza historical trail corridor

### Constraints

- Union Pacific Railroad at-grade crossing on Halcon Road
- Salinas River crossing at Halcon Road
- Majority of the existing Juan de Bautista de Anza "South" Trail Segment is within the FEMA Zone AE Floodway and FEMA Zone AH flood hazard
- Majority of the existing Juan de Bautista de Anza "South" Trail Segment is within the designated Extractive Resource Zone
- Majority of the existing Juan de Bautista de Anza "South" Trail Segment is within designated herbaceous wetland and wooded wetland areas
- Northern portion of the existing Juan de Bautista de Anza "South" Trail Segment ends at a trail head at the end of Aragon Road; from that point informal trails diverge directly to the Salinas River
- The Wranglerettes-owned property is directly within the Salinas River and private landowners adjacent to this property are located on edge of the bank of the Salinas River
- Majority of the Salinas River is within the designated Extractive Resource Zone
- Majority of the existing Juan de Bautista de Anza "North" Trail Segment is within designated herbaceous wetland and wooded wetland areas
- No official parking areas for access to the existing Juan de Bautista de Anza "South", "AMWC", and North Trail Segments, on-street parking only
- Existing gap in trail segment between the existing Juan de Bautista de Anza "AMWC" and North Trail Segments
- Potential conflict with Nacimiento Water Project Pipeline along Rocky Canyon Road depending on proposed SRT alignment



## Reach 2: Halcon Road Atascadero to The Lakes of Atascadero



## Reach 2: Halcon Road Atascadero to The Lakes of Atascadero

Looking east along Halcon Road at Union Pacific Railroad crossing.



Looking east along Halcon Road Salinas River road crossing, which has been closed in the past due to flooding conditions.



Looking north along Rocky Canyon Road, which is an existing Class III Bikeway. Rocky Canyon Road has limited to no shoulders throughout the entire length.





## Reach 2: Halcon Road Atascadero to The Lakes of Atascadero

The trailhead at the Juan de Bautista de Anza “South” Trail Segment at Gabarda Road is limited to on-street parking.



The Juan de Bautista de Anza “South” Trail Segment, located on the City of Atascadero Wastewater Treatment Plant property is a more natural trail experience with unimproved trail paths.



The Juan de Bautista de Anza “South” Trail Segment, located on the City of Atascadero Wastewater Treatment Plant property is a more natural trail experience with unimproved trail paths.



## Reach 2: Halcon Road Atascadero to The Lakes of Atascadero

Looking south along the Salinas River at properties directly adjacent to the Salinas River. The Atascadero Mutual Water Company owns the majority of the land directly on the Salinas River. However, if the potential SRT alignment is routed along the upper banks of the Salinas River conflicts with private land owners may occur.



Looking south along the Salinas River at properties directly adjacent to the Salinas River. The Atascadero Mutual Water Company owns the majority of the land directly on the Salinas River. However, If the potential SRT alignment is routed along the upper banks of the Salinas River conflicts with private land owners may occur.



Existing trails system on the Juan de Bautista de Anza "AMWC" Trail Segment located on Atascadero Mutual Water Company property along Sycamore Drive. This existing trail and property provides an opportunity to be incorporated into the proposed SRT alignment.





## Reach 2: Halcon Road Atascadero to The Lakes of Atascadero

At this location there is a “disconnect” in the Juan de Bautista de Anza “AMWC” Trail Segment to the Juan de Bautista de Anza “North” Trail Segment. Private properties adjacent to the river and steep slope of the river bank pose a major constraint for this segment.



Existing trails system on the Juan de Bautista de Anza “North” Trail Segment located on Atascadero Mutual Water Company property along Sycamore Drive. This property includes an asphalt road from the Sycamore Drive neighborhood to the Ferro Carril Road neighborhood. The main purpose of this paved surface is access by AMWC to their well sites.



Existing conditions of Templeton Road, which could serve as a potential alternative route to the proposed SRT alignment. Future conditions of Templeton Road include a planned Class II bikeway.



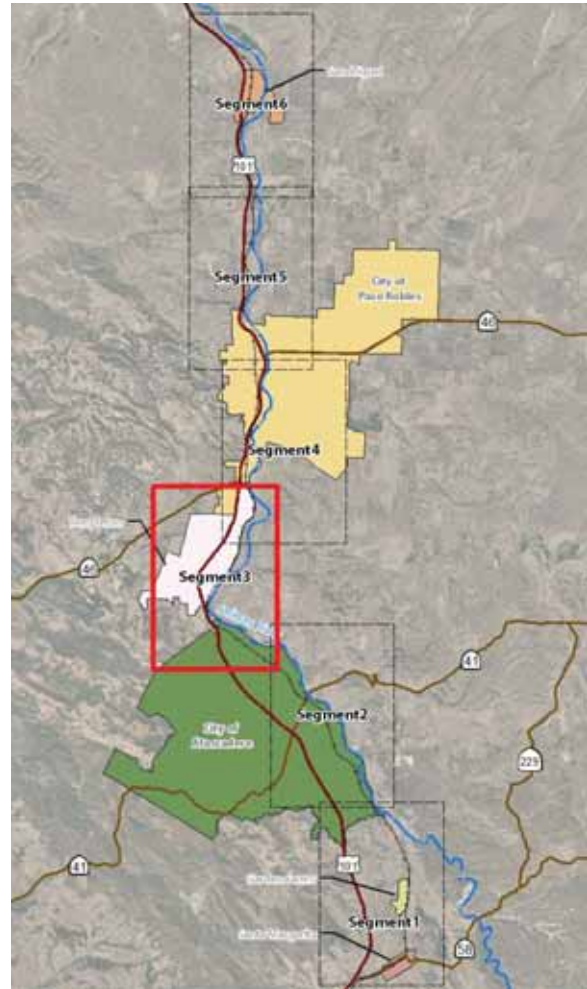
## Reach 3: The Lakes of Atascadero to Main Street Templeton

### Description:

Approximately six miles long, Reach 3 of the SRT includes the northern portion of the City of Atascadero east of Highway 101 and the community of Templeton. It is bounded on the west by the Union Pacific Railroad and the Salinas River on the east. This portion of the proposed trail alignment falls within the historical Juan de Bautista de Anza trail corridor and benefits from a majority of existing formal and informal trails within the City of Atascadero. Approximately two miles of Juan de Bautista de Anza "North" and "De Anza Estates" Trail Segments are located on property along the Salinas River owned by the Atascadero Mutual Water Company (AMWC) and a designated open-space property owned by Grave Creek Estates. In addition, the City of Atascadero "Rail Trail," which runs parallel with the Union Pacific Railroad and Ferrocarril Road, could serve as a potential trail loop or alternative route of the SRT. One of the critical trail connectors between the City of Atascadero and the community of Templeton is located in this segment.

### Adjacent Land Ownership:

- Private Property Owners
- City of Atascadero
- City of Paso Robles
- County of San Luis Obispo
- State of California
- Templeton Community Services District
- Atascadero Land Preservation Society
- Atascadero Unified School District
- Lakes of Atascadero Homeowners Association
- Santa Ysabel Ranch Homeowners Association
- Templeton Unified School District
- Tract 1926 Homeowners Association
- Vineyard Oaks Association of Homeowners



- Atascadero Mutual Water Company
- Pacific Gas & Electric Company
- Union Pacific Railroad Company

### Points of Interest:

- Bethel Lutheran Church
- C.H. Phillips House
- Evers Sport Park
- Templeton Park
- Tom Jermin Sr. Community Park
- De Anza Estates Equestrian Arena



## Reach 3: The Lakes of Atascadero to Main Street Templeton

### River Crossings:

Graves Creek crossing on North Ferrocarril Road.

- Crossing: Graves Creek
- Community: City of Atascadero
- Type: Bridge
- Constructed: Not available
- Overall width: 28'
- Number of lanes: Not delineated
- Lane width: Not delineated
- Shoulder width: Not delineated
- Bikeway facilities: Not present
- Pedestrian facilities: 5' sidewalk



Salinas River crossing on Templeton Road.

- Crossing: Salinas River
- Community: Templeton
- Type: Bridge
- Constructed: 1977
- Overall width: 32'
- Number of lanes: 2
- Lane width: 12'
- Shoulder width: 4'
- Bikeway facilities: Not present
- Pedestrian facilities: Not present



Eureka Creek crossing on El Pomar Drive.

- Crossing: Eureka Creek
- Community: County of San Luis Obispo
- Type: Bridge
- Constructed: Not available
- Overall width: 22'
- Number of lanes: 2
- Lane width: 10'
- Shoulder width: 1'
- Bikeway facilities: Not present
- Pedestrian facilities: Not present



### Opportunities:

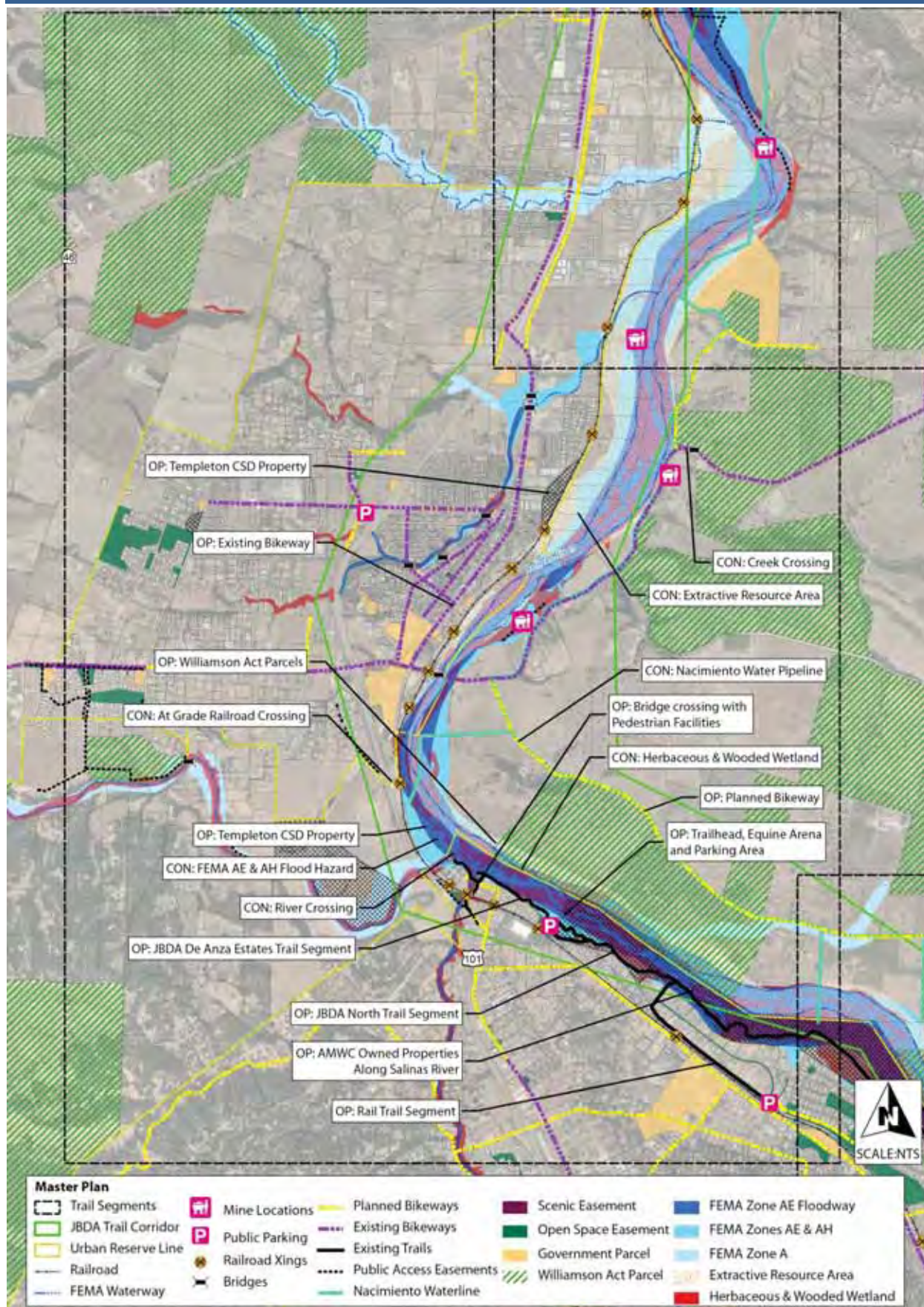
- Existing Juan de Bautista de Anza “North” Trail Segment located on property owned by Atascadero Mutual Water Company
- Planned Class II bikeway on Templeton Road from Highway 41 East to the community of Templeton
- Existing Class III bikeway on El Pomar Drive from Templeton Road to Neil Springs Road
- Several private properties along Templeton Road adjacent to the Salinas River have Williamson Act agreements
- Property located north of Paso Robles Creek between the community of Templeton and the City of Atascadero is owned by the Templeton Community Services District
- Existing Juan de Bautista de Anza “De Anza Estates” Trail Segment
- Existing trail head, parking area and two equestrian arenas located at the Juan de Bautista de Anza “De Anza Estates Trail Segment
- City of Atascadero “Rail Trail,” which runs parallel with the Union Pacific Railroad
- Existing parking area at City of Atascadero “Rail Trail”
- Existing Class III bikeway on South Main Street from Templeton Road to Gibson Road
- Existing Class II Bikeway on North Main Street from Gibson Road to Ramada Drive
- Trail system in this segment could be designated as part of the Juan de Bautista de Anza historical trail corridor
- Existing bridge crossing a North Ferro Carril Road with pedestrian crossing facilities

### Constraints

- “Atascadero to Templeton Trail Connector” does not exist at the Paso Robles Creek, which is a key connector between the northern portion of the City of Atascadero and southern portion of the community of Templeton
- Potential conflict with Nacimiento Water Project Pipeline along Templeton Road depending on proposed SRT alignment
- Potential conflict with Nacimiento Water Project Pipeline along El Pomar Drive depending on proposed SRT alignment
- Majority of the Salinas River is within the designated Extractive Resource Zone
- Majority of the Salinas River is within the FEMA Zone AE Floodway and FEMA Zone AH flood hazard
- Majority of the existing Juan de Bautista de Anza “North” Trail Segment is within designated herbaceous wetland and wooded wetland areas
- Portions of the existing Juan de Bautista de Anza “De Anza Estates” Trail Segment are within designated herbaceous wetland and wooded wetland areas
- Majority of properties within the Salinas River are under private ownership
- Creek crossing along El Pomar Drive near Vaquero Drive
- The majority of the Salinas River corridor is considered to have a high potential liquefaction risk
- Existing bridge crossing at the intersection of Templeton Road with no existing bikeway or pedestrian crossing facilities



### Reach 3: The Lakes of Atascadero to Main Street Templeton





### Reach 3: The Lakes of Atascadero to Main Street Templeton

Looking east towards the Salinas River from Traffic Way in the City of Atascadero. Depending on the proposed SRT alignment Traffic Way could be a viable segment and still allow users to view/experience the Salinas River from a distance.



Looking north on the Rail Trail located in the City of Atascadero on the easterly side of Union Pacific Railroad and Traffic Way. The Rail Trail is used by local residents, but is not well maintained. A small parking area is located at the beginning of the trail head located near Traffic Way. Depending on the alignment of the proposed SRT alignment the Rail Trail could be a viable segment of the SRT system.



Looking south on the Rail Trail located in the City of Atascadero. The Rail Trail transitions from an asphalt surface along Traffic Way to an unimproved natural surface. This portion of the Rail Trail runs parallel with Ferro Carril Road and terminates at the end of the cul-de-sac. From the cul-de-sac trail users can cross the street and enter another trail head to get onto the Juan de Bautista de Anza "North" trail segment.





### Reach 3: The Lakes of Atascadero to Main Street Templeton

Looking east from the Rail Trail to a trail head that leads to the Juan de Bautista de Anza "North" trail segment, which runs directly in the Salinas River.



Looking east at the Juan de Bautista de Anza "De Anza Estates" Trail parking area and equestrian arenas. This is an ideal location for users to access the trail system or Salinas River. The large size of the parking area accommodates trailer parking for equestrian users.



Looking east at one of the Juan de Bautista de Anza "De Anza Estates" trail head access points. At this location parking is limited to on street parking. Equestrian users can access the Salinas River directly from this trail access.



### Reach 3: The Lakes of Atascadero to Main Street Templeton

Looking south, the Juan de Bautista de Anza “De Anza Estates” trail segment runs directly adjacent behind residents along the Salinas River



Existing bridge crossing with pedestrian access on North Ferro Carril. The Juan de Bautista de Anza “De Anza Estates” trail runs parallel to North Ferro Carril Road behind residential properties and continues on North Ferro Carril Road over this existing bridge crossing, which leads to senior living development.



The Juan de Bautista de Anza “De Anza Estates” trail segment runs behind the senior resident homes looked at the end of North Ferro Carril Road. This portion of the Juan de Bautista de Anza “De Anza Estates” is well maintained with an asphalt surface.





### Reach 3: The Lakes of Atascadero to Main Street Templeton

The Juan de Bautista de Anza “De Anza Estates” trail segment ends abruptly at the Paso Robles Creek, which is one of the major constraints connecting the City of Atascadero to the community of Templeton. This location could serve as an ideal bridge crossing location for the Templeton to Atascadero trail connector.



Looking east at the Union Pacific Rail from the De Anza Estates Bikeway Trail. This is a very short asphalt trail segment with a trailhead located on North Ferro Carril Road across the street from the Juan de Bautista de Anza “De Anza Estates” trailhead. This trail segment is poorly maintained with overgrown vegetation.



Looking north along the Union Pacific Rail from the De Anza Estates Bikeway Trail. This location could serve as a potential river crossing if it was decided the SRT alignment should be on the west side of the Union Pacific Railroad when the trail connects from the City of Atascadero to the community of Templeton.



### Reach 3: The Lakes of Atascadero to Main Street Templeton

Looking south at the Templeton Community Services District wastewater percolation pond property. On the southern end of this property is one of the SRT system critical river crossings the Templeton to Atascadero connector. Potential trail alternatives for this area may include a trail running on the easterly edge of the property and crossing over the Union Pacific Railroad.



If an at grade railroad crossing is not feasible for the SRT trail system in this area the use and modification of this undercrossing could be a feasible alternative for trail users to enter Main Street Templeton.



Looking north down Main Street in the community of Templeton offers existing Class II and Class III bikeways to accommodate a potential SRT segment through the community. As the SRT system enters the community of Templeton it will need to be determined if the trail will head down Main Street Templeton or north east along El Pomar Drive to the City of Paso Robles.





### Description:

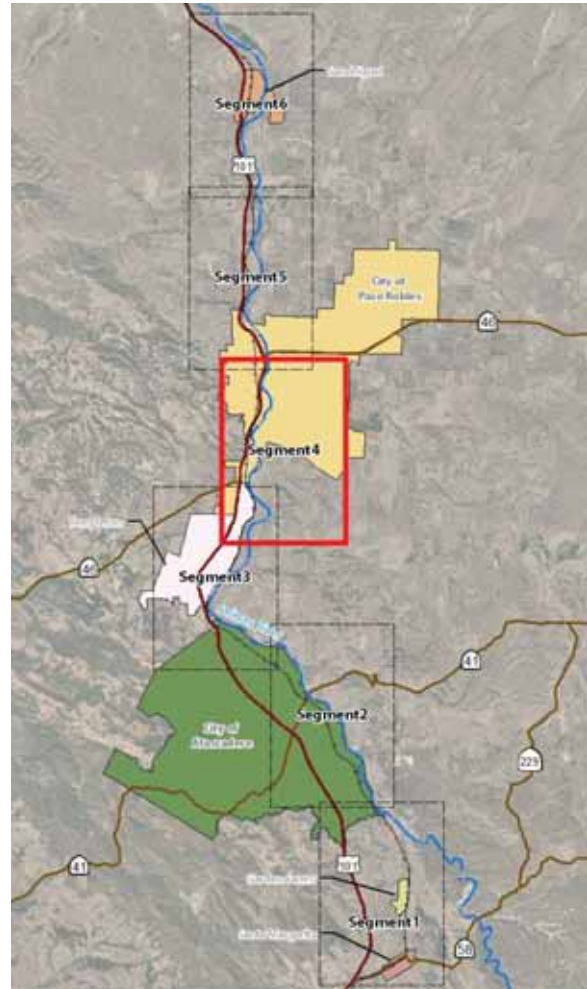
Approximately six and half miles long, Reach 4 of the SRT is the connection point between Templeton and the southern limits of the City of Paso Robles. This portion of the proposed trail alignment is bounded on the west by Highway 101 and Neal Spring Road on the east and falls within the historical Juan de Bautista de Anza trail corridor. The City of Paso Robles owns a majority of the properties along the Salinas River, including the "Salinas River Parkway Preserve" a 153 acre property intended for recreational uses. This portion of the proposed trail alignment benefits from a majority of existing informal trails along the Salinas River and 2.5 miles of formal trails within the City of Paso Robles including the Charolais Corridor, the Salinas Parkway, River Road and South River Road trails.

### Adjacent Land Ownership:

- Private Property Owners
- City of Paso Robles
- County of San Luis Obispo
- County of San Luis Obispo Board of Education
- State of California
- State of California 16th AG Association District
- Paso Robles Joint Unified School District
- Santa Ysabel Ranch Homeowners Association
- Spanish Lakes Homeowners Association
- Twenty First & Park Place Owners Association
- Pacific Gas & Electric Company
- Union Pacific Railroad Company

### Points of Interest:

- Geneseo School
- Salinas River Preserve
- Paso Robles Inn and Steakhouse



- Barney Schwartz Park
- Casa Robles Park
- Centennial Park
- Downtown City Park
- George Stephan Center
- Lawrence Moore Park
- Oak Creek Park
- Paso Robles Golf Club
- Pioneer Park
- Robbins Field
- Royal Oak Meadows Park
- Sherwood Forest
- Sherwood Park

### River Crossings:

Salinas River Crossing on Niblick Road.

- Crossing: Salinas River
- Community: City of Paso Robles
- Type: Bridge
- Constructed: Not available
- Overall width: 66'
- Number of lanes: 4
- Lane width: 12'
- Shoulder width: 5'
- Bikeway facilities: Not present
- Pedestrian facilities: 5' sidewalk north side only



Salinas River Crossing on 13<sup>th</sup> Street.

- Crossing: Salinas River
- Community: City of Paso Robles
- Type: Bridge
- Constructed: Not available
- Overall width: 98'
- Number of lanes: 4 travel & 2 left turn
- Lane width: 12'
- Shoulder width: 5'
- Bikeway facilities: Not present
- Pedestrian facilities: 5' sidewalk on both sides





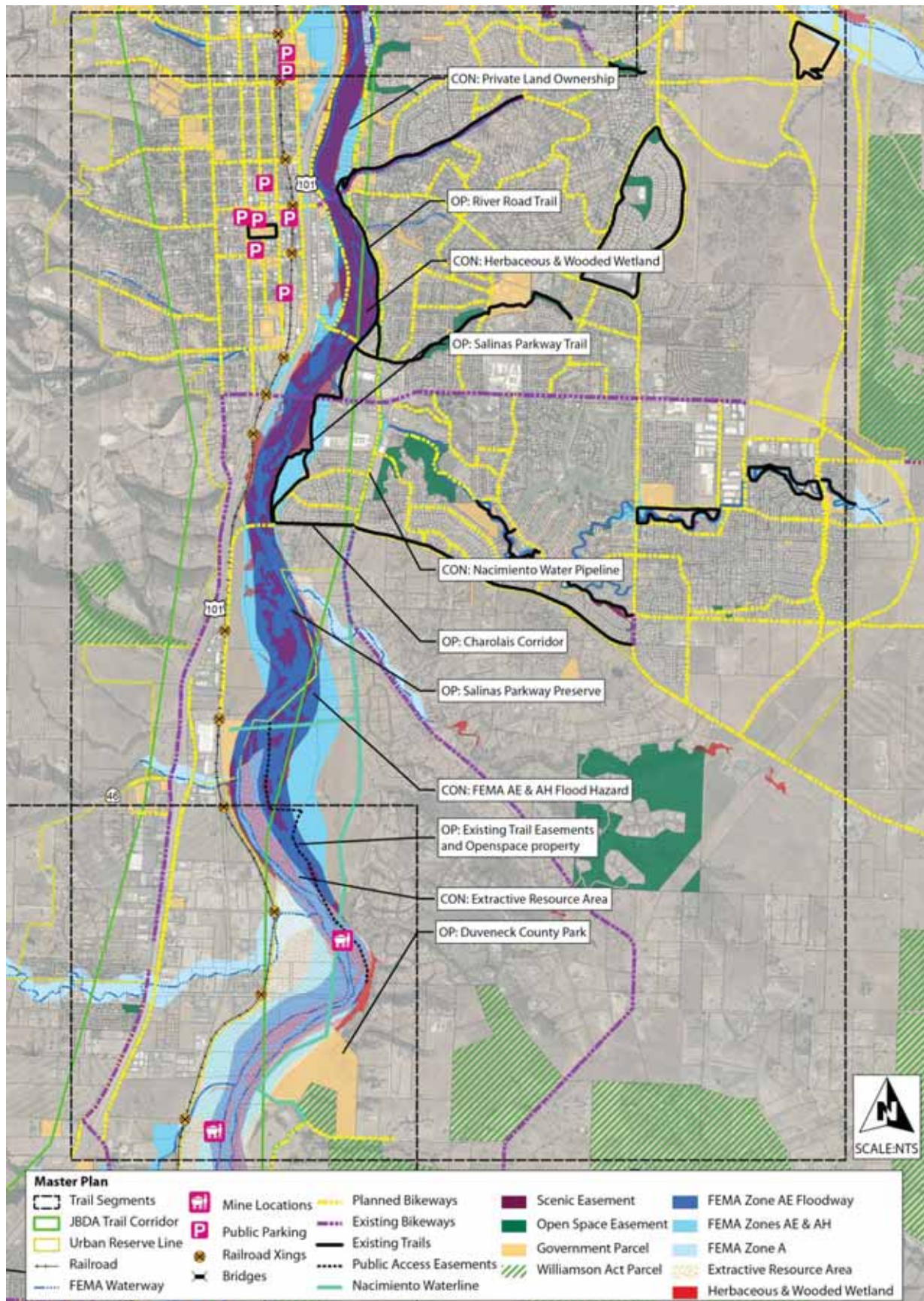
### Opportunities:

- County of San Luis Obispo Duveneck Park located on Vaquero Drive could be used for a potential trail segment
- Existing trail and equestrian easements located on Santa Ysabel Estates property
- Salinas River Parkway Preserve could potentially support a segment of the SRT system
- The Charolais Corridor Trail could be designated as a segment of the SRT system
- The Salinas Parkway Trail could be designated as a segment of the SRT system
- The River Road Trail could be designated as a segment of the SRT system
- The City of Paso Robles has a comprehensive bikeway system planned for the community
- Existing Class III bikeway on South River Road

### Constraints

- Potential conflict with Nacimiento Water Project Pipeline along River Road depending on proposed SRT alignment
  - Majority of the Salinas River is within designated herbaceous wetland and wooded wetland areas
  - Minor portions of the Salinas River is within the designated Extractive Resource Zone
  - Majority of the Salinas River is within the FEMA Zone AE Floodway and FEMA Zone AH flood hazard
  - North of 13<sup>th</sup> Street, the majority of properties within the Salinas River are under private ownership
  - The majority of the Salinas River corridor is considered to have a high potential liquefaction risk
-

## Reach 4: Main Street Templeton to 13<sup>th</sup> Street Paso Robles





#### Reach 4: Main Street Templeton to 13<sup>th</sup> Street Paso Robles

Located just south of the City of Paso Robles, the Salinas River Parkway Preserve is an ideal piece of property owned by the City of Paso Robles with an intended use to provide the community with access to the Salinas River while maintained water quality and providing educational opportunities.



Existing trail easements located on Santa Ysabel Estates property could lead the SRT system into the Salinas River Preserve as a viable SRT alignment alternative.



Looking west from South River Road down the newly constructed Charolais Corridor Trail. This trail segment could potentially be utilized as a main trail segment of the SRT system if the proposed alignment travels along South River Road or as a potential community connector if an alternative route is developed.



#### Reach 4: Main Street Templeton to 13<sup>th</sup> Street Paso Robles

Looking west at an entrance to the Salinas Parkway Trail located on Riverbank Lane in the City of Paso Robles. Trail users could access this trail head from the Charolais Corridor Trail or the Salinas River Preserve.



The Salinas Parkway Trail runs parallel with the Salinas River and transitions from unimproved surfaces to asphalt and concrete surface. The trail runs from Larry Moore Park to Navajo Avenue.



The Salinas Parkway Trail heading north as it runs adjacent to the Salinas and under the Niblick Road.





#### Reach 4: Main Street Templeton to 13<sup>th</sup> Street Paso Robles

Trail Users have direct access to the Salinas River from the Salinas Parkway trail as shown in this photo taken of the access point located under the Niblick Bridge.



The Salinas Parkway Trail is one of the longest trails in the City of Paso Robles and continues north along the Salinas River. This portion of the trail is a more nature trail setting with an unimproved trail surface.



The Salinas Parkway Trail transitions to an asphalt surface as it runs adjacent to this development located near Navajo Avenue.



## Reach 4: Main Street Templeton to 13<sup>th</sup> Street Paso Robles

The newly constructed North River Road Trail runs adjacent to the Salinas River and connects to the northern portion of the Salinas Parkway Trail.



With the construction of the North River Road Trail, users now have the ability to travel half the length of the City of Paso Robles from Riverbank Lane to Union Road along the Salinas River.



The Union Road Trail is the last official trail segment in the northern part of the City of Paso Robles adjacent to the Salinas River. It travels from the 13<sup>th</sup> Street Bridge to a commercial development adjacent to Union Road.



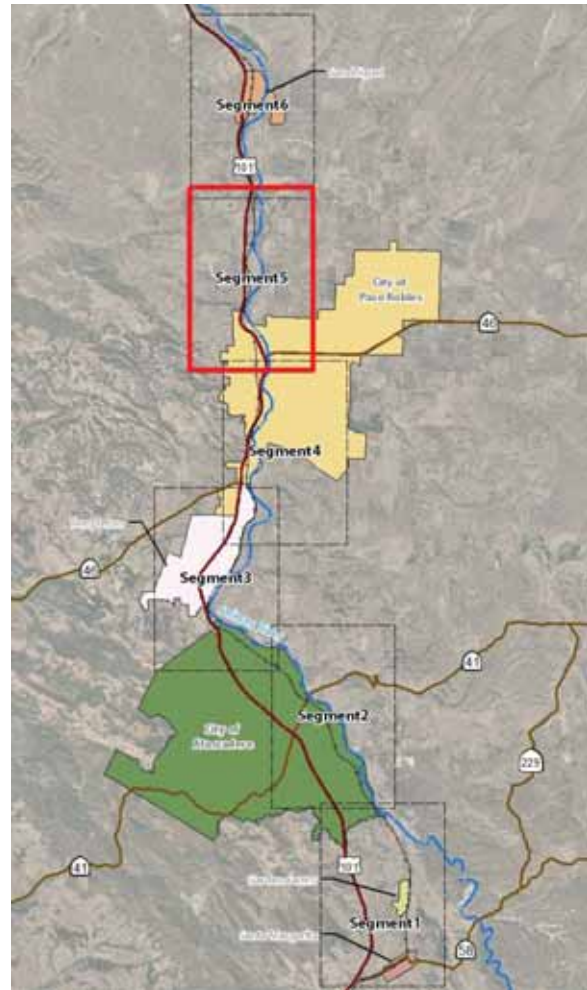


### Description:

Approximately five and a half miles long, Segment 5 of the SRT follows the Salinas River Corridor north of the City of Paso Robles towards the community of San Miguel. This portion of the proposed trail alignment is bounded on the west by Highway 101 and North River Road on the east and falls outside of the historical Juan de Bautista de Anza trail corridor, which heads northwest towards Lake Nacimiento. There are no existing formal or informal trails within this segment of the proposed trail alignment. This segment of the SRT has numerous challenges in that the majority of the properties along the Salinas River are under private ownership and North River Road is extremely narrow with little to no shoulders. However, a preferred alignment along North River Road may be desired to avoid conflicts with private land owners while improving pedestrian safety and allowing potential trail users to experience the Salinas River Corridor from a reasonable distance.

### Adjacent Land Ownership:

- Private Property Owners
- City of Paso Robles
- County of San Luis Obispo
- County of San Luis Obispo Community College District
- County of San Luis Obispo Board of Education
- State of California - 16th AG Association District
- Paso Robles Housing Authority
- Paso Robles Joint Unified School District
- Paso Terrace Homeowners Association
- Traditions Community Association Inc
- Wine County Gateway Recreational Vehicle Park LLC
- Union Pacific Railroad Company



### Points of Interest:

- Turtle Creek Park
- Mandella Park

## River Crossings:

First Huerhuero River crossing on North River Road.

- Crossing: Huerhuero River
- Community: County of San Luis Obispo
- Type: Arizona Crossing
- Constructed: 1969
- Overall width: 20'
- Number of lanes: 2
- Lane width: 10'
- Shoulder width: Not delineated
- Bikeway facilities: Not present
- Pedestrian facilities: Not present



Second Huerhuero River crossing on North River Road.

- Crossing: Huerhuero River
- Community: County of San Luis Obispo
- Type: Arizona Crossing
- Constructed: 1965
- Overall width: 20'
- Number of lanes: 2
- Lane width: 10'
- Shoulder width: Not delineated
- Bikeway facilities: Not present
- Pedestrian facilities: Not present





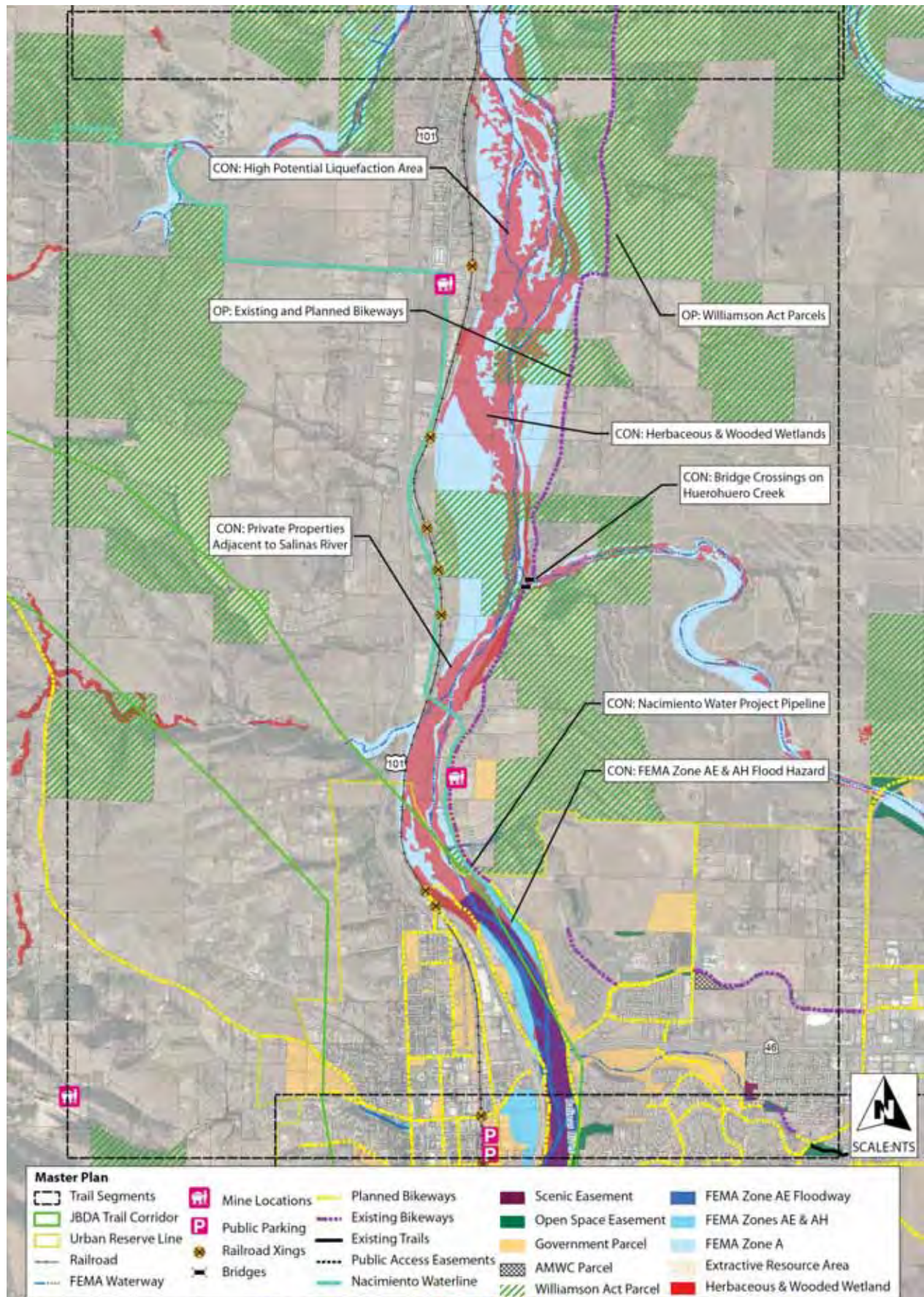
### Opportunities:

- Existing Class III bikeway from City of Paso Robles to 14<sup>th</sup> Street in the community of San Miguel
- Planned Class II bikeway from City of Paso Robles to 14<sup>th</sup> Street in the community of San Miguel
- Several private properties along North River and adjacent to the Salinas River have Williamson Act agreements
- Trail system in this segment could be designated as part of the Juan de Bautista de Anza historical trail corridor

### Constraints

- Majority of the Salinas River in this area contains herbaceous wetland and wooded wetland areas
- Majority of the Salinas River in this area is within the FEMA Zone A flood hazard
- Portion of the Salinas River within the City of Paso Robles city limits is within the FEMA Zone AE floodway and Zone AH flood hazards
- Properties within the Salinas River are under private ownership
- North River Road has minimal to no shoulders
- Two river crossing on North River Road at Huerohuero Creek
- The majority of the Salinas River corridor is considered to have a high potential liquefaction risk
- Potential conflict with Nacimiento Water Project Pipeline on North River Road depending on proposed SRT alignment

## Reach 5: 13<sup>th</sup> Street Paso Robles to Wellsona Road





## Reach 5: 13<sup>th</sup> Street Paso Robles to Wellsona Road

Looking north along North River Road under Highway 46 East bridge crossing.



Looking north along North River Road at the City of Paso Robles wastewater pipe bridge crossing.



Looking south along North River Road shows the minimal to no shoulder issues that are consistent along this route.



## Reach 5: 13<sup>th</sup> Street Paso Robles to Wellsona Road

Looking north along North River Road shows the minimal to no shoulder issues that are consistent along this route.



Looking north along North River Road on the westerly edge of North River Road. Non-existent shoulders and steep side slopes will be a potential issue.



Looking west from North River Road at private property adjacent to the Salinas River and North River Road.





## Reach 5: 13<sup>th</sup> Street Paso Robles to Wellsona Road

Dual river crossing on North River Road at Huerhuero Creek.



Looking south along North River Road on the easterly edge of North River Road. Non-existent shoulders and steep side slopes will be a potential issue.



North River Road at the dual 90 degree turns at Wellsona Road hinders sight distances for oncoming traffic and should be evaluated in detail for a proposed trail system will traverse North River Road.



## Reach 6: Wellsona Road to San Miguel

### Description:

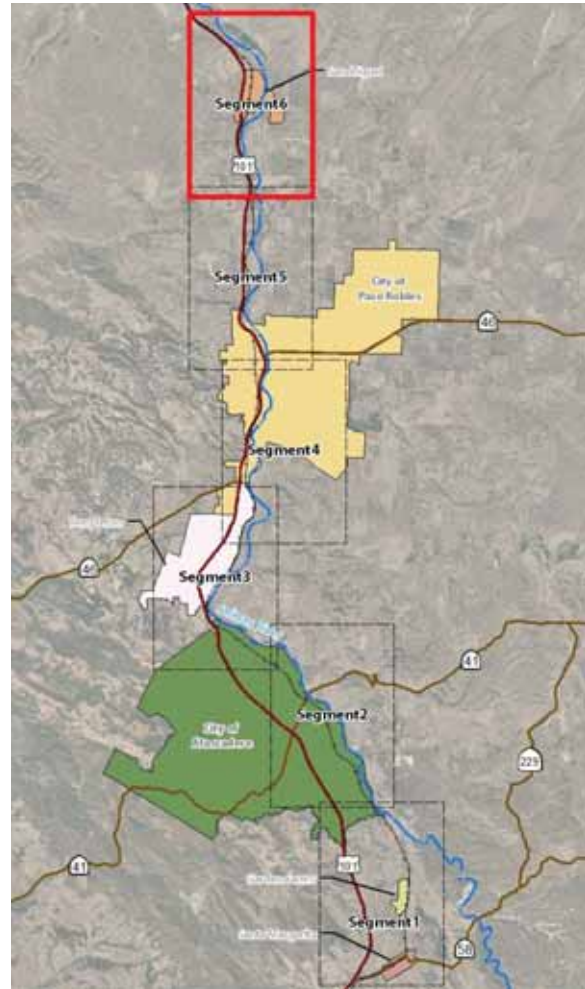
Approximately three and a half miles long, Reach 6 of the SRT is the final destination of the proposed trail system and is anchored by the community of San Miguel. This portion of the proposed trail alignment is bounded on the west by Highway 101 and North River Road on the east and falls outside of the historical Juan de Bautista de Anza trail corridor. There are no existing formal or informal trails within this segment of the proposed trail alignment. This segment of the SRT has numerous challenges in that the majority of the properties along the Salinas River are under private ownership and that North River Road is extremely narrow with little to no shoulders. However, a preferred alignment along North River Road may be desired to avoid conflicts with private land owners while improving pedestrian safety and allowing potential trail users to experience the Salinas River Corridor from a distance.

### Adjacent Land Ownership:

- Private Property Owners
- United States of America
- Mission Meadows of San Miguel Homeowners Association
- San Miguel Elementary School District
- Pacific Gas & Electric Company

### Points of Interest:

- Mission San Miguel
- Rios Calendonia Adobe
- San Miguel Park
- Wolf Property Natural Area





### River Crossings:

Estrella River crossing on North River Road.

- Crossing: Estrella River
- Community: County of San Luis Obispo
- Type: Arizona Crossing
- Constructed: Not available
- Overall width: 26'
- Number of lanes: 2
- Lane width: 12'
- Shoulder width: Not delineated
- Bikeway facilities: Not present
- Pedestrian facilities: Not present



Salinar River crossing on North River Road.

- Crossing: Salinas River
- Community: San Miguel
- Type: Bridge
- Constructed: 1971
- Overall width: 32'
- Number of lanes: 2
- Lane width: 12'
- Shoulder width: 4'
- Bikeway facilities: Not present
- Pedestrian facilities: Not present



### Opportunities:

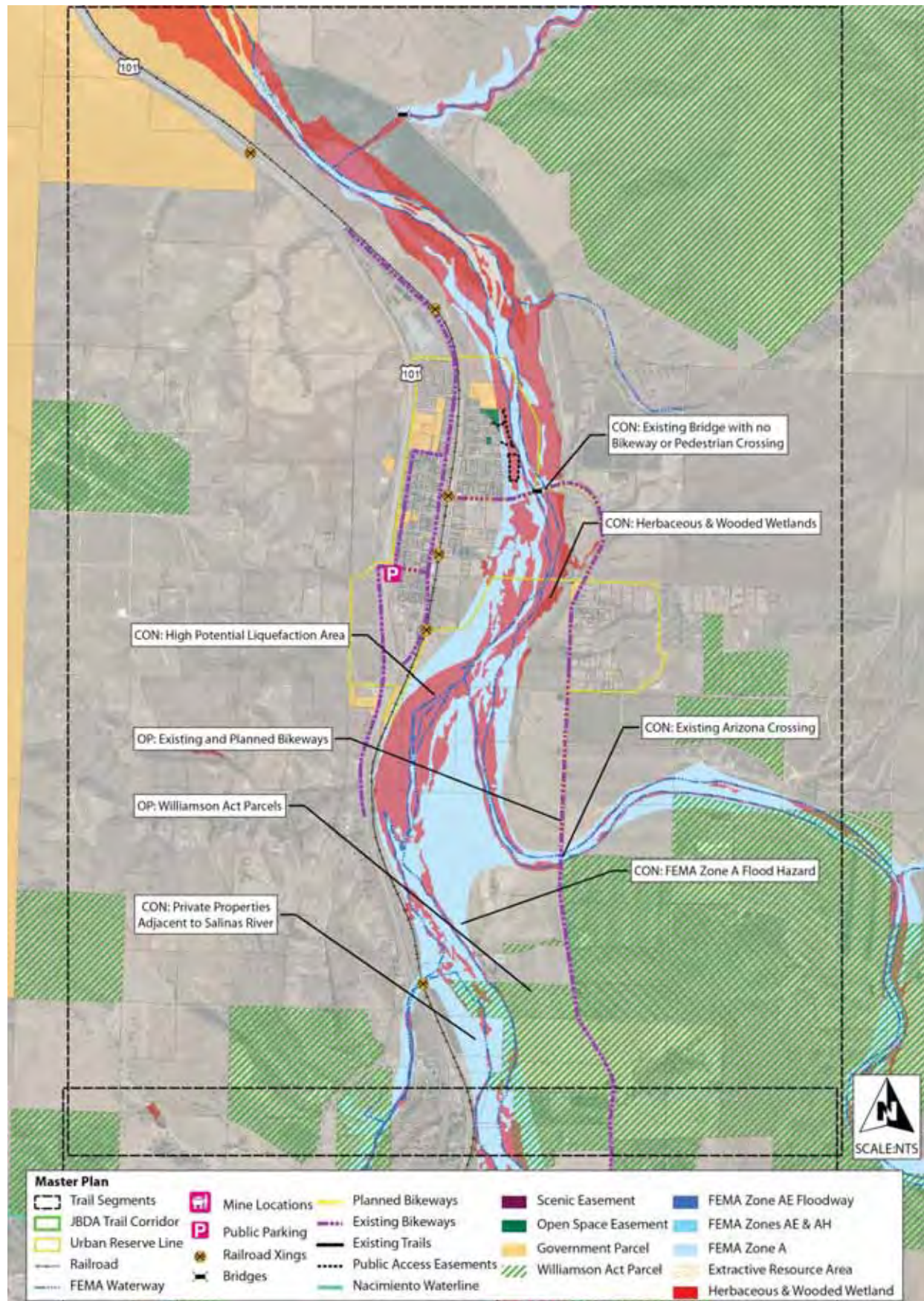
- Existing Class III bikeway from City of Paso Robles to 14<sup>th</sup> Street in the community of San Miguel
- Planned Class II bikeway from City of Paso Robles to 14<sup>th</sup> Street in the community of San Miguel
- Planned Class II bikeway at existing bridge crossing at the intersection of North River Road and Cross Canyon Road
- Several private properties along North River and adjacent to the Salinas River have Williamson Act agreements

### Constraints

- Majority of the Salinas River in this area contains herbaceous wetland and wooded wetland areas
  - Majority of the Salinas River in this area is within the FEMA Zone A flood hazard
  - Properties directly adjacent to the Salinas River are under private ownership
  - North River Road has minimal to no shoulders
  - Arizona crossing on North River Road at the Estrella River
  - The majority of the Salinas and Estrella River corridors are considered to have a high potential liquefaction risk
  - Existing bridge crossing at the intersection of North River Road and Cross Canyon Road with no existing bikeway or pedestrian crossing facilities
-



## Reach 6: Wellsona Road to San Miguel



## Reach 6: Wellsona Road to San Miguel

Majority of North River Road in the County of San Luis Obispo has minimal to no shoulders and is a safety concern for bicyclists.



Majority of North River Road in the County of San Luis Obispo has minimal to no shoulders and is a safety concern for bicyclists.



From North River Road looking west towards the Salinas River trail users could potentially “experience” the Salinas River corridor from a reasonable distance if the proposed SRT alignment is designated on North River Road.





## Reach 6: Wellsona Road to San Miguel

Looking north on North River Road with Arizona crossing at the Estrella River in the background.



Bridge crossing at the intersection of North River Road and Cross Canyon Road and view of the Salinas River.



Bridge crossing at the intersection of North River Road and Cross Canyon Road.



# Salinas River Trail Master Plan



Stakeholder and Public Outreach







# Stakeholder and Public Outreach

## C.1 Steering Committee and Stakeholder Lists

First Name	Last Name	Organization
<b>Steering Committee Members</b>		
Callie	Taylor	City of Atascadero
Susan	DeCarli	City of Paso Robles
Elizabeth	Kavanaugh	County of San Luis Obispo
Adam	Fukushima	Caltrans
Stephen	Ross	National Park Service - Juan Bautista de Anza National Historic Trail
<b>Stakeholders Interviewed</b>		
Tamara		Friends of Margarita Proud
Dennis	Law	Central Coast Motorcycle Association
Bruce	Whitcher	Central Coast Motorcycle Association
Dorothy	Jennings	Amigos De Anza
Kaila	Dettman	Land Conservancy of San Luis Obispo County
Laura	Edwards	Upper Salinas Watershed Coalition
Jaime	Lien Hendrickson	Atascadero Mutual Water Company
Jim	Turner	Los Padres National Forest
Diane	Larsen, EVP	Atascadero Association of Realtors
Linda	Appelhans, EVP	Paso Robles Association of Realtors
Eric	Greening	SLOCOG Citizen's Advisory Committee
Fred	Collins	Northern Chumash Tribal Council
Ronni (Veronica)	deCamp	Atascadero Back Country Horsemen
Jim	Smith	Union Pacific Railroad
Lewis	Euler	California Department of State Hospitals
Charlotte	Gorton	SLO CO Trails Commission



## C.2 Others Included in Noticing/Outreach

Dave	May	Atascadero Parks and Rec Commission Ad Hoc Advisory Committee
Jonalee	Istenes	Atascadero Parks and Rec Commission Ad Hoc Advisory Committee
Bill	Obermeyer	Atascadero Parks and Rec Commission Ad Hoc Advisory Committee
Kathe	Hustace	Atascadero Parks and Rec Commission Ad Hoc Advisory Committee
Myra	Douglas	Atascadero Parks and Rec Commission Ad Hoc Advisory Committee
Michelle	Duero	Atascadero Parks and Rec Commission Ad Hoc Advisory Committee
Andrew	Davol	Atascadero Parks and Rec Commission Ad Hoc Advisory Committee
Barbara	Dixon	Atascadero Parks and Rec Commission Ad Hoc Advisory Committee
Bruce	Nesbitt	Landowner
Andrew	Christie	Sierra Club - Santa Lucia Chapter
Karen	Merriam	Santa Lucia Chapter of the Sierra Club
Ken	Smokaska	Sierra Club - Santa Lucia Chapter
Tom	Mora	Upper Salinas River RCD, WRAC
Michael	Thomas	Central Coast Regional Water Quality Control Board
Dave	Hacker	CA Department of Fish and Wildlife
Bob	Stafford	CA Department of Fish and Wildlife
Deborah	Hillyard	CA Department of Fish and Wildlife
Julie	Vanderwier	U.S. Fish and Wildlife Service - Ecological Services
Jan	Surbey	Morro Coast Audubon Society
Jim	Irving	Paso Robles Association of Realtors
Michael	Bell	The Nature Conservancy
Carolyn	H	Templeton Gardens
Stephen	Ross	National Park Service - Juan Bautista de Anza National Historic Trail
Kara	Blakeslee	American Land Conservancy
Amanda	Rice	North Coast Advisory Committee
Bernard	Olsen	Agricultural Commissioner Office/Farm Bureau
Mike	Orvis	Atascadero Land Preservation Society
Darren		Atascadero Historical Society
David	Chipping	California Native Plant Society; WRAC
Linda	Chipping	Coastal San Luis Resource Conservation District; WRAC
Fred	Collins	Northern Chumash Tribal Council
Marilyn	Farmer	Central Coast Chapter of USGBC
B	Gingg	Santa Margarita Community Forest
R	Glick	California Department of Parks and Recreation
Meredith	Hardy	California Conservation Corps
Deanne	Gonzales	FB, Cattlewomen
Kay	Mercer	Central Coast Agricultural Water Quality Coalition
Stacie	Jacob	Paso Robles Wine Country Alliance
Morgan	Rafferty	ECOSLO - Environmental Center of SLO County
A	Zilk	California Dept of Parks and Recreation
Ron	Rasmussen	Small Wilderness Area Preservation
Mike	Manchak	SLO Economic Vitality Commission
John	Summer	San Luis Obispo County Visitors Bureau
Terrence	Hobson	SLOCOG Citizens Advisory Committee
Chris	Iverson	SLOCOG Citizens Advisory Committee
Fred	Monroe	SLOCOG Citizens Advisory Committee
Dan		SLO County Bicycle Coalition
Steve	Fleury	K Man Cyclery
Ed	King	Regional Transit
Stephanie	Hicks	Rideshare
Mark	Shaffer	FunRide
		Atascadero Wranglerettes
Samantha		SLO Horse News
Lynn	Schmidts	Landowner
Neta	Gladney	Landowner

## C.3 Survey Summary

An online survey was maintained throughout the project to collect respondent demographics, desires, concerns and their potential use of the planned SRT. A substantial number of questions were directed specifically at adjacent property owners to assess their opinions on potential issues related to trail development.

The 104 survey responses helped to provide an understanding of the demand for a future river trail, preferred activities, desired trail amenities, and likelihood for support. The survey results provided some general ideas about user patterns and property owner concerns regarding a future Salinas River Trail.

In general, survey respondents reported that they accessed the trail at points within their community and they reported their trail use as generally for recreational enjoyment. Activities included horseback riding, running, walking and cycling.

Parking and wayfinding signage were the top two trail amenities important to those taking the survey. It is also interesting to note that a medium hard surface trail such as compacted decomposed granite or stabilized soil was preferred to a hard surface trail or un-compacted materials. There were also few responses indicating that skateboard, rollerblade or other small-wheeled user types were interested in accessing the trail, which is in line with their general preference for a smooth paved surface. In fact, many trail users preferred a “softer” trail surface for walking, horseback riding and running.

Survey respondents were interested in connectivity with other trails and open space, as well as user separation between walkers, cyclists and equestrian users. Property owners’ concerns ranged widely and included concerns about increases in trash and graffiti. Property owners and trail users alike were concerned about the potential safety issues of unleashed dogs on the trail.

Survey questions, tabular results and additional comments are provided on the following pages.



# Survey Questions

## 1) WHERE DO YOU LIVE?

- |                                      |  |
|--------------------------------------|--|
| <input type="checkbox"/> San Miguel  | <input type="checkbox"/> Garden Farms    |
| <input type="checkbox"/> Paso Robles | <input type="checkbox"/> Santa Margarita |
| <input type="checkbox"/> Templeton   | <input type="checkbox"/> Other: _____    |
| <input type="checkbox"/> Atascadero  | _____                                    |

## 2) IF YOU CURRENTLY ACCESS THE TRAILS ALONG THE SALINAS RIVER, WHERE DO YOU ACCESS THEM?

- |                                      |   |
|--------------------------------------|---|
| <input type="checkbox"/> San Miguel  | <input type="checkbox"/> Garden Farms               |
| <input type="checkbox"/> Paso Robles | <input type="checkbox"/> Santa Margarita            |
| <input type="checkbox"/> Templeton   | <input type="checkbox"/> I do not access the trails |
| <input type="checkbox"/> Atascadero  | <input type="checkbox"/> Other: _____               |

## 3) HOW DO YOU CURRENTLY USE THE TRAIL?

- |   |  |
|---|--|
| <input type="checkbox"/> Horseback riding         | <input type="checkbox"/> Skateboarding                               |
| <input type="checkbox"/> Running                  | <input type="checkbox"/> Bird Watching / Plant Identification        |
| <input type="checkbox"/> Bicycling for recreation | <input type="checkbox"/> Walking a dog                               |
| <input type="checkbox"/> Bicycling for commuting  | <input type="checkbox"/> Hiking for enjoying the natural environment |
| <input type="checkbox"/> Walking for exercise     | <input type="checkbox"/> Rollerblading                               |
| <input type="checkbox"/> Social Walking           | <input type="checkbox"/> Other: _____                                |

## 4) IF FUTURE TRAILS WERE PROVIDED, WHERE WOULD YOU LIKE TO SEE THEM DEVELOPED MOST?

- |                                      |  |
|--------------------------------------|--|
| <input type="checkbox"/> San Miguel  | <input type="checkbox"/> Garden Farms    |
| <input type="checkbox"/> Paso Robles | <input type="checkbox"/> Santa Margarita |
| <input type="checkbox"/> Templeton   | <input type="checkbox"/> Other: _____    |
| <input type="checkbox"/> Atascadero  | _____                                    |

## 5) HOW WOULD YOU USE FUTURE TRAIL SEGMENTS ALONG THE SALINAS RIVER?

- |   |  |
|---|--|
| <input type="checkbox"/> Horseback riding         | <input type="checkbox"/> Skateboarding                               |
| <input type="checkbox"/> Running                  | <input type="checkbox"/> Bird Watching / Plant Identification        |
| <input type="checkbox"/> Bicycling for recreation | <input type="checkbox"/> Walking a dog                               |
| <input type="checkbox"/> Bicycling for commuting  | <input type="checkbox"/> Hiking for enjoying the natural environment |
| <input type="checkbox"/> Walking for exercise     | <input type="checkbox"/> Rollerblading                               |
| <input type="checkbox"/> Social Walking           | <input type="checkbox"/> Other: _____                                |

## 6) WHAT IS MOST IMPORTANT TO YOU AS A TRAIL USER? *(Select the three most important to you)*

- |  |  |
|--|--|
| <input type="checkbox"/> Access to nature                        | <input type="checkbox"/> Learning about the history and natural processes of the river |
| <input type="checkbox"/> Walking for exercise                    | <input type="checkbox"/> Enjoying views of the valley, river and hillsides             |
| <input type="checkbox"/> Running or jogging for exercise         | <input type="checkbox"/> Other: _____  |
| <input type="checkbox"/> Cycling for exercise                    | _____  |
| <input type="checkbox"/> Commuting by bike along a natural route |  |

## 7) WHAT TYPES OF AMENITIES ARE IMPORTANT TO YOU AS A TRAIL USER?

- |   |  |
|---|--|
| <input type="checkbox"/> Easy parking at trailheads                               | <input type="checkbox"/> Restroom facilities   |
| <input type="checkbox"/> Wayfinding signage (directional signs)                   | <input type="checkbox"/> Drinking fountain   |
| <input type="checkbox"/> Benches or picnic tables                                 | <input type="checkbox"/> Shade (trees and/or structures)   |
| <input type="checkbox"/> Overlooks with great views                               | <input type="checkbox"/> Interpretive panels explaining the history and features of the river valley |
| <input type="checkbox"/> Kiosks or bulletin boards providing information and maps | <input type="checkbox"/> Other: _____  |

## 8) WHAT TYPE OF SURFACE IS IMPORTANT TO YOU AS A TRAIL USER?

- |  |
|--|
| <input type="checkbox"/> A hard surface trail such as asphalt or concrete                                    |
| <input type="checkbox"/> A medium hard surface trail such as compacted decomposed granite or stabilized soil |
| <input type="checkbox"/> A soft surface trail such as uncompacted soil, decomposed granite or sand           |
| <input type="checkbox"/> Other: _____  |

### 9) WOULD YOU PREFER TO?

- |  |   |
|--|---|
| <input type="checkbox"/> Travel on the same trail out and back                   | <input type="checkbox"/> Travel through the area without doubling back to a starting area |
| <input type="checkbox"/> Travel in a loop  | <input type="checkbox"/> Other: _____   |
| <input type="checkbox"/> Travel on one side of the river and return on the other |   |

### 10) WHAT LENGTH OF TRAIL IS LIKELY TO BE USED BY YOU MOSTLY?

- |   |  |
|---|--|
| <input type="checkbox"/> 1/4 mile to 1 mile | <input type="checkbox"/> 4 miles to 6 miles  |
| <input type="checkbox"/> 1 mile to 2 miles  | <input type="checkbox"/> 6 miles to 10 miles |
| <input type="checkbox"/> 2 miles to 4 miles | <input type="checkbox"/> More than 10 miles  |

### 11) WHAT IS MOST IMPORTANT TO YOU FOR TRAIL ACCESS AND USE?

- |  |  |
|--|--|
| <input type="checkbox"/> Safety through highly visible areas                 | <input type="checkbox"/> A serene and quiet experience                                 |
| <input type="checkbox"/> Safety through well lit areas                       | <input type="checkbox"/> Place to allow my dog to run free                             |
| <input type="checkbox"/> Connectivity to schools                             | <input type="checkbox"/> Places to stop, rest, learn or appreciate the river and trail |
| <input type="checkbox"/> Connectivity other trails and open space            | <input type="checkbox"/> Other: _____  |
| <input type="checkbox"/> Connectivity to community parks and public services |  |

### 12) SELECT THE STATEMENT YOU MOST IDENTIFY WITH:

- ☐ As a walker, it is important to me to have separation from fast moving bikes or equestrian uses
- ☐ As a equestrian user, it is important to me to have separation from fast moving bikes or hikers and runners
- ☐ As a cyclist, the hard surface main trail, should be wide enough for me to pass other users safely
- ☐ As a cyclist, hikers and walkers should be persuaded to use the compacted shoulders or outer edges of the trails
- ☐ Other: \_\_\_\_\_

### 13) AS AN ADJACENT OR NEARBY PROPERTY OWNER TO THE SALINAS RIVER, WHAT TYPES OF CONCERNS DO YOU HAVE REGARDING NEW TRAILS? (If this is not applicable to you, leave blank)

	<i>Real impact not likely to be resolved</i>	<i>Might be resolvable once I see how this is to be handled</i>	<i>I think this can be handled without major problems as long as it is taken into account and offset well</i>	<i>Not a big concern for me</i>
Possible trail use by off-highway vehicles	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Trash and graffiti	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Crime related activities occurring along the trail or close to my property	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Trespassers through my property	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
May encourage homeless living in the corridor	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Damage to sensitive plants or animals	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
May increase the level of flood damage on my property	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Based on the concerns listed above, may decrease my property value	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
May prevent me from doing what I want with my property	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Damage or disturbance of crops or livestock	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Problems caused by unleashed dogs	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

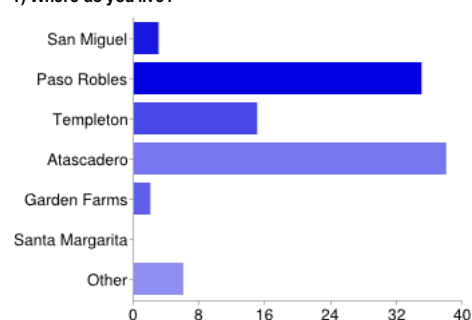


# Survey: Tabular Results

104 [responses](#)

## Summary [s](#)

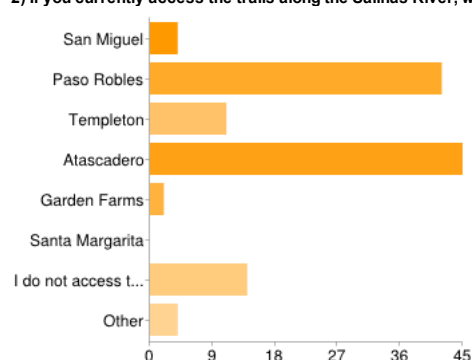
### 1) Where do you live?



San Miguel	3	3%
Paso Robles	35	36%
Templeton	15	15%
Atascadero	38	39%
Garden Farms	2	2%
Santa Margarita	0	0%
Other	6	6%

People may select more than one checkbox, so percentages may add up to more than 100%.

### 2) If you currently access the trails along the Salinas River, where do you access them?



San Miguel	4	4%
Paso Robles	42	44%
Templeton	11	12%
Atascadero	45	47%
Garden Farms	2	2%
Santa Margarita	0	0%
I do not access the trails	14	15%
Other	4	4%

People may select more than one checkbox, so percentages may add up to more than 100%.

### 3) How do you currently use the trail?



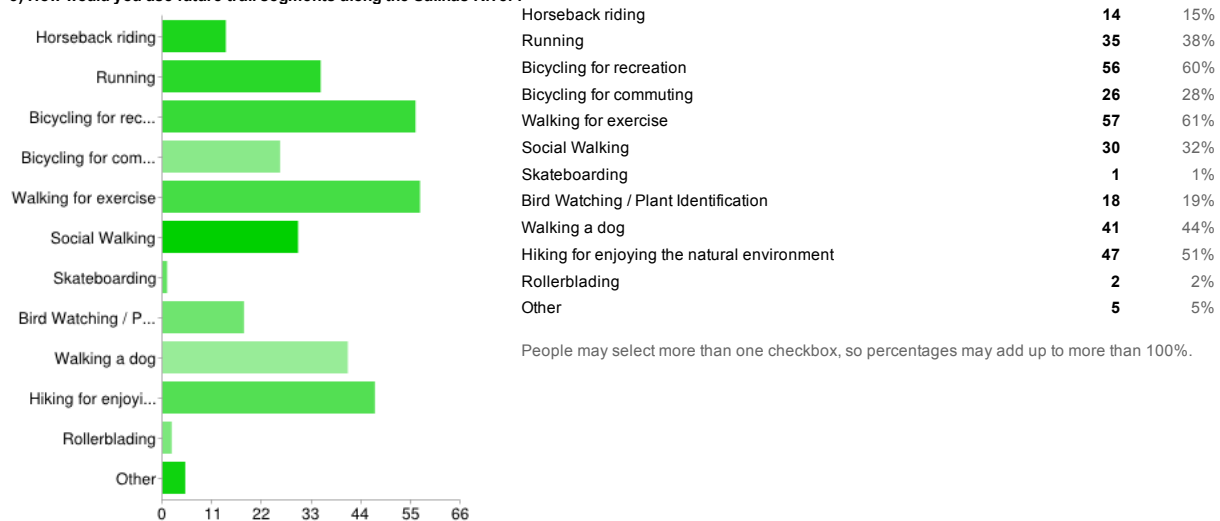
Horseback riding	10	12%
Running	30	35%
Bicycling for recreation	34	40%
Bicycling for commuting	12	14%
Walking for exercise	50	58%
Social Walking	24	28%
Skateboarding	1	1%
Bird Watching / Plant Identification	12	14%
Walking a dog	31	36%
Hiking for enjoying the natural environment	41	48%
Rollerblading	1	1%
Other	8	9%

People may select more than one checkbox, so percentages may add up to more than 100%.

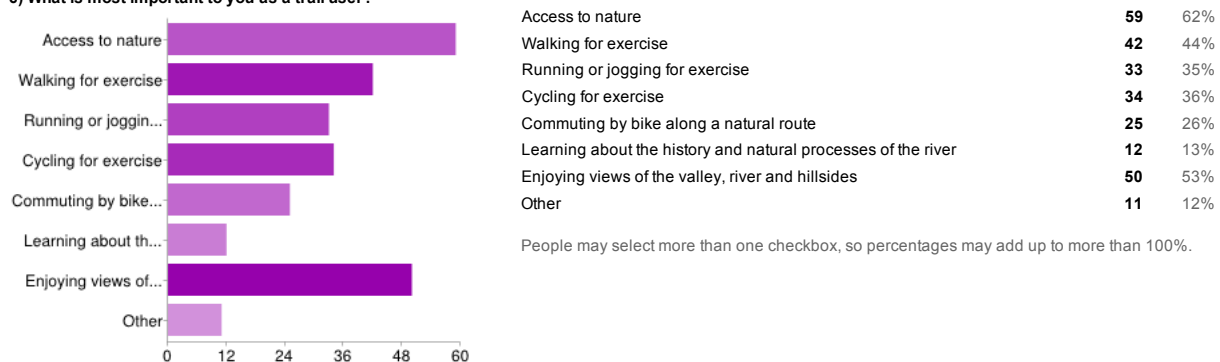
**4) If future trails were provided, where would you like to see them developed most?**



**5) How would you use future trail segments along the Salinas River?**



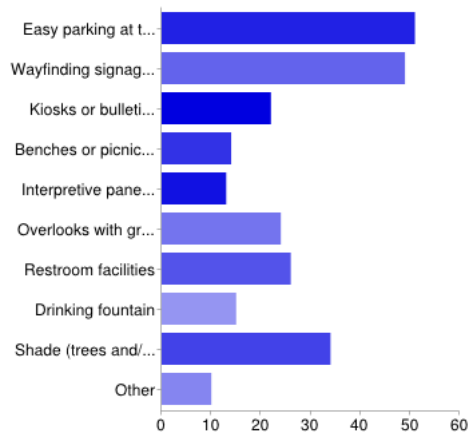
**6) What is most important to you as a trail user?**



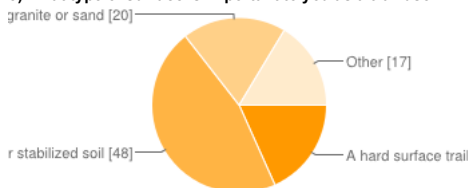
### 7) What types of amenities are important to you as a trail user?

Easy parking at trailheads	51	54%
Wayfinding signage (directional signs)	49	52%
Kiosks or bulletin boards providing information and maps	22	23%
Benches or picnic tables	14	15%
Interpretive panels explaining the history and features of the river valley	13	14%
Overlooks with great views	24	25%
Restroom facilities	26	27%
Drinking fountain	15	16%
Shade (trees and/or structures)	34	36%
Other	10	11%

People may select more than one checkbox, so percentages may add up to more than 100%.

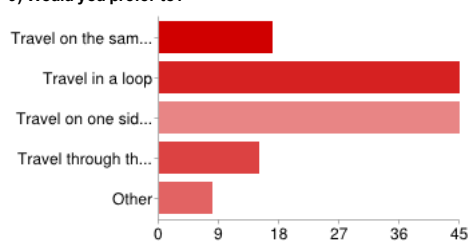


### 8) What type of surface is important to you as a trail user?



A hard surface trail such as asphalt or concrete	19	18%
A medium hard surface trail such as compacted decomposed granite or stabilized soil	48	46%
A soft surface trail such as uncompacted soil, decomposed granite or sand	20	19%
Other	17	16%

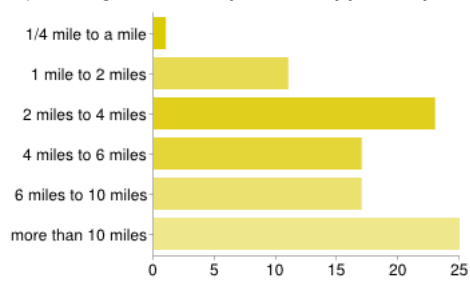
### 9) Would you prefer to?



People may select more than one checkbox, so percentages may add up to more than 100%.

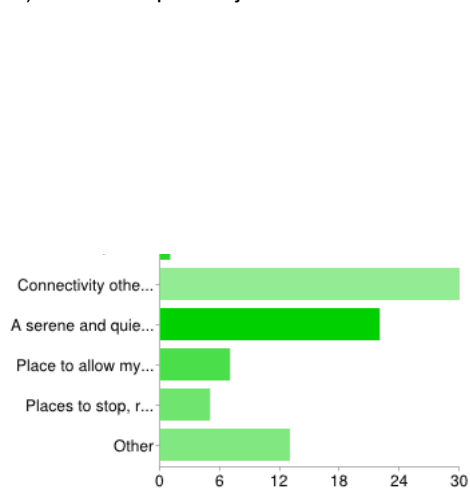


**10) What length of trail is likely to be used by you mostly?**



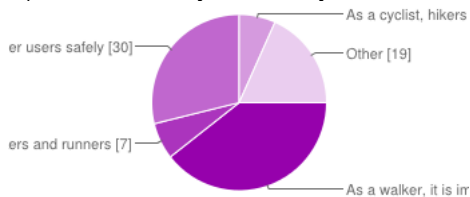
1/4 mile to a mile	1	1%
1 mile to 2 miles	11	11%
2 miles to 4 miles	23	22%
4 miles to 6 miles	17	16%
6 miles to 10 miles	17	16%
more than 10 miles	25	24%

**11) What is most important to you for trail access and use?**



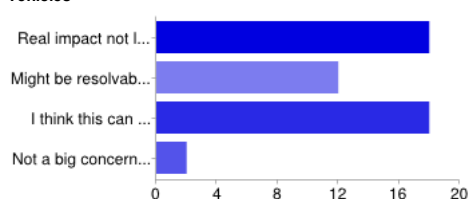
Safety through highly visible areas	12	12%
Safety through well lit areas	7	7%
Connectivity to community parks and public services	7	7%
Connectivity to schools	1	1%
Connectivity other trails and open space	30	29%
A serene and quiet experience	22	21%
Place to allow my dog to run free	7	7%
Places to stop, rest, learn or appreciate the river and trail	5	5%
Other	13	13%

**12) Select the statement you most identify with:**



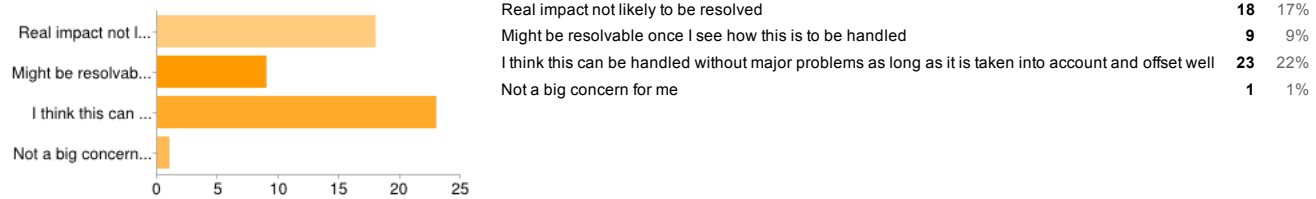
As a walker, it is important to me to have separation from fast moving bikes or equestrian uses	41
As a cyclist, hikers and runners should be persuaded to use the compacted shoulders or outer edges of the trails	7
Other	19
As a cyclist, the hard surface main trail, should be wide enough for me to pass other users safely	30
As a walker, it is important to me to have separation from fast moving bikes or equestrian uses	7

**13) As an adjacent or nearby property owner to the Salinas River, what types of concerns do you have regarding new trails? - Possible use of the trails by off highway vehicles**

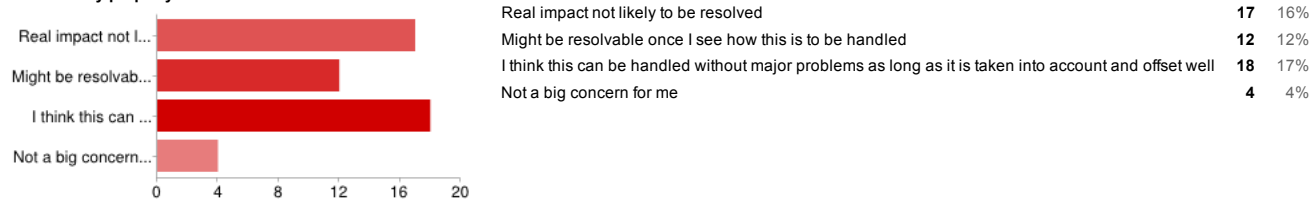


Real impact not likely to be resolved	18	17%
Might be resolvable once I see how this is to be handled	12	12%
I think this can be handled without major problems as long as it is taken into account and offset well	18	17%
Not a big concern for me	2	2%

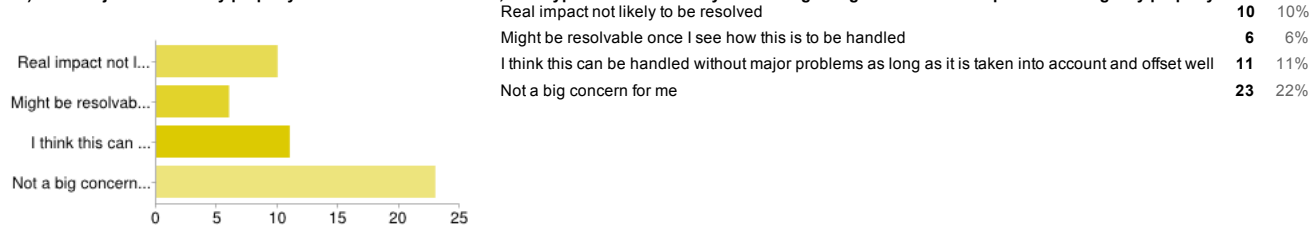
**13) As an adjacent or nearby property owner to the Salinas River, what types of concerns do you have regarding new trails? - Trash and graffiti**



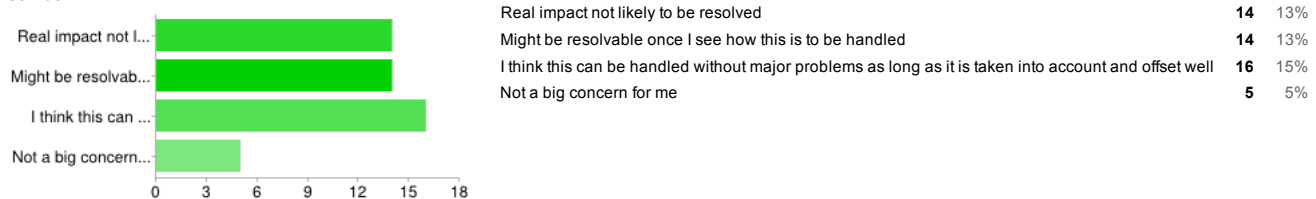
**13) As an adjacent or nearby property owner to the Salinas River, what types of concerns do you have regarding new trails? - Crime related activities occurring along the trail or to my property**



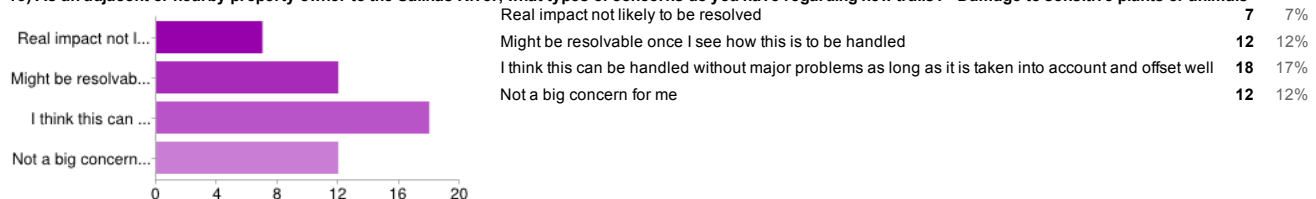
**13) As an adjacent or nearby property owner to the Salinas River, what types of concerns do you have regarding new trails? - Trespassers through my property**



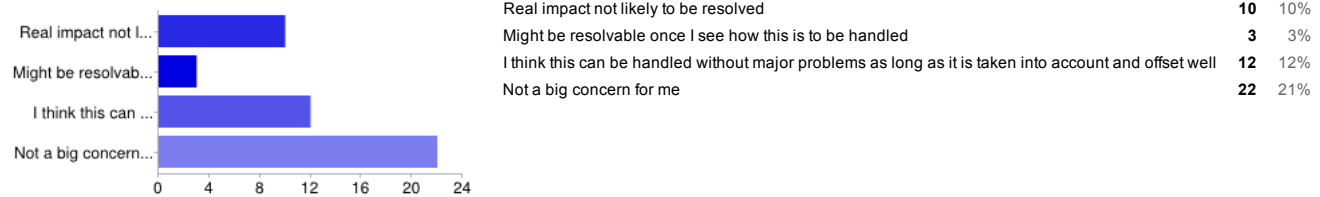
**13) As an adjacent or nearby property owner to the Salinas River, what types of concerns do you have regarding new trails? - Might encourage homeless living in the corridor**



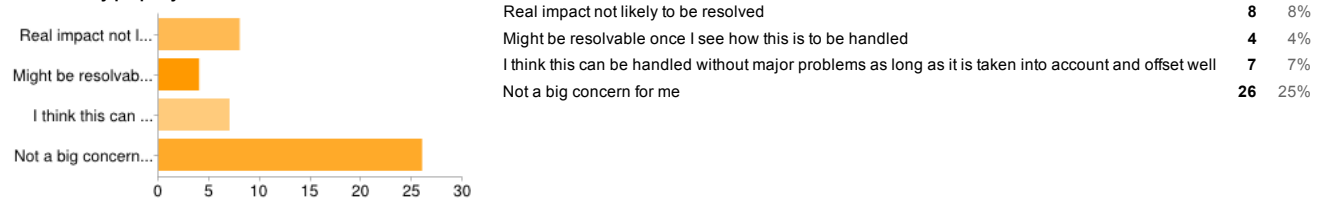
**13) As an adjacent or nearby property owner to the Salinas River, what types of concerns do you have regarding new trails? - Damage to sensitive plants or animals**



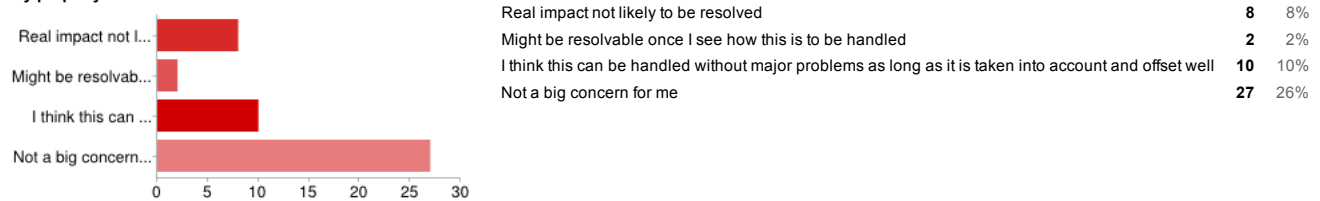
**13) As an adjacent or nearby property owner to the Salinas River, what types of concerns do you have regarding new trails? - May increase the level of flood damage on my property**



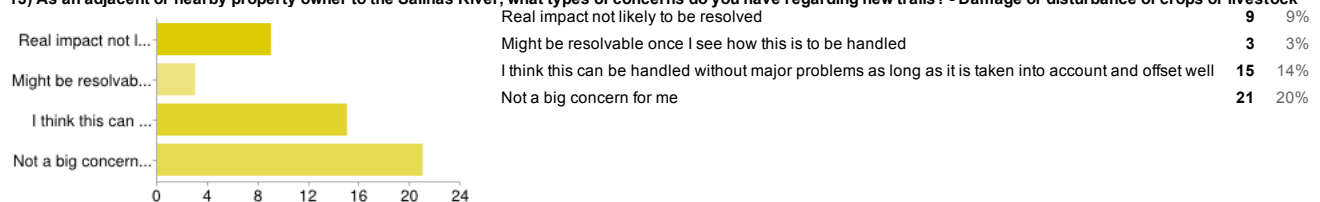
**13) As an adjacent or nearby property owner to the Salinas River, what types of concerns do you have regarding new trails? - Based on the concerns listed above, may decrease my property value**



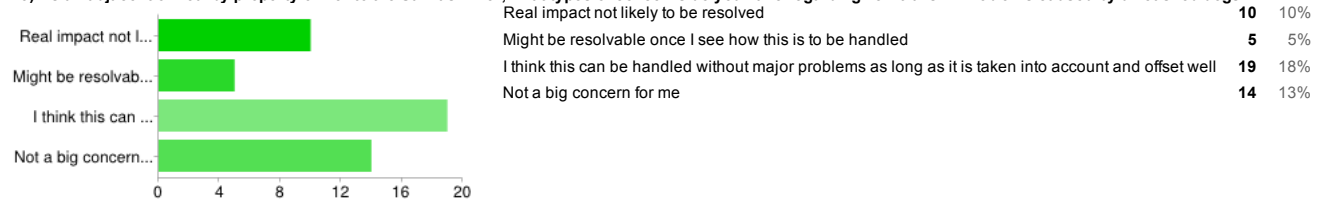
**13) As an adjacent or nearby property owner to the Salinas River, what types of concerns do you have regarding new trails? - May prevent me from doing what I want with my property**



**13) As an adjacent or nearby property owner to the Salinas River, what types of concerns do you have regarding new trails? - Damage or disturbance of crops or livestock**



**13) As an adjacent or nearby property owner to the Salinas River, what types of concerns do you have regarding new trails? - Problems caused by unleashed dogs**





## Survey: Additional Comments

- This is my property that I pay the taxes on and I paid for myself not for other people to use. If they want a trail to do these activities on they need to work as hard as me and my family have worked and buy their own piece of property to do this (expletive deleted) on! If you want them in your backyard then put a trail there but I don't want these useless (expletive deleted) in mine!
- As a woman safety is a big concern. Just today at work we were discussing the new trail between Niblick and 13th Street in Paso Robles and our concerns for our safety if we were to walk alone or with women on that trail. The consensus was that we would not use the trail because of the homeless problem in the riverbed near the Niblick bridge.
- I live on Navajo Avenue in Paso Robles facing the river. I have adopted the street and pathway from the Niblick Bridge to the 13th Street Bridge. My main concern is the lack of maintenance and upkeep of the trails. Besides the trash by the homeless and others, the weeds, bushes, etc. tend to "overgrow" the trail. Gophers, etc. have holes in the trail (road base part by River Glen). The trash and graffiti increase with additional trails that are secluded from the public view. I pick up trash, return carts to Albertson's that the homeless use to transport items to their camps in the river.

I never see any police patrol the river area. I know in the past when the trail first opened, police were down along the river on Quads. No more patrols?

I would like to participate on any committees or events that deal with the River and Trail. I am aware of the "Follow The River, Follow The Dream" plan that Paso Robles worked on years ago.

Thank you for having this opportunity to discuss the river.
- I like how our roads are crumbling down around us and yet you useless government liberals are worried about a bike trail if this affects my property or my property value I will drive my D9 cat right down your trail and run every tree drinking fountain and bush I can find and rip up your trail it. If these LA import (expletive deleted) are so (expletive deleted) worried about a bike trail than they need to move back to LA and build one. This county is an ag county it needs to stay that way if you think your about to run a trail through any cattle grape or farm ground you (expletive deleted) better be ready for a war... Thank you... North County Ranchers
- If you want a trail someplace you should use existing public right of ways and leave landowners alone. Rural residents already have too many laws, restrictions and regulations to deal with and with more on the way. We worked hard to get where we are and the last thing we want is to have to deal with people invading our solitude! Please do not impose any more burdens on the rural landowners along the Salinas River.
- I think parents with strollers will also be big users of the trail, as well as low income users to get from one end of town to another without a car in a safe manner (Paso Robles). As I live on the north end of Paso Robles, there isn't a safe way to access many of the businesses downtown if you have a stroller or wheelchair as there is a lack of routes without cars. I am also head of a running group in Paso Robles/Templeton/Atascadero of about 45 women who will be happy to mobilize in support of trails connecting the cities!
- In Paso Robles and throughout San Luis County we have roads that are in such bad shape we can barely drive on them (ie, Airport Road), there is not money in the budget to repair these roads. But we can spend money on a trail system that only a few people will use.
- No dogs please

• A contiguous trail of the north county is soooooo needed! It would be amazing to be able to get from town to town (on foot or pedals) without having to utilize unsafe back roads and highways. It would give so much freedom to ride and walk! My family and I would finally feel safe to go for a long ride or actually walk to the store instead of piling into the car. As long as private property rights are properly considered, I see NO reason that a trail system would be a bad thing.

Please, please, please!!!

• It would be wonderful to see developed trails in North County. As a previous long term resident of San Luis Obispo, I had access to many local trails either by foot or with accessible parking very close by. It would be great to see more of this from Paso Robles to Santa Margarita.

• I currently commute on my bicycle from North Atascadero to Paso Robles a few days a week, requiring use of the 101 from San Ramon to Vineyard Drive. While the shoulder is very wide, I always have my reservations when traveling this route, especially when one sees the many skid marks leading into the median or off the road. I have recently encountered multiple instances of vehicles going over the side of the freeway along this same stretch during the times I would normally be riding, fortunately not while I or another cyclist was riding along the roadway. I have also encountered stalled vehicles in this same stretch of highway that leave minimal room for error when trying to negotiate between them and traffic traveling at 60-80 miles per hour. I had been unaware of any formal plans for the Salinas River Trail and would be interested in becoming more involved, both in the areas that I utilize and any others that may be in the works, if the opportunity exists.

• Walking along the Anza trail has given us many enjoyable hours. The trail is not overused by walkers. There are some horses that ride by mostly on the weekend. Most of the ATV riders are gone in our area.

I am concerned mostly with area near or under the bridge. Safety is the biggest issue from transients or other dangerous goings on.

• What an incredible experience these trails will provide our kids, as well as our students for field trips that are low budget, but tell about the history, as well as plant, soil and other natural elements. We look forward to enhancing this place we call home with these trails!

• I have been dreaming about a trail like this for years. Many areas have these trails and it creates a great outlet for the community. I can understand that it's a concern for property owners. On all the trails that I have been on I have never seen any trespassing etc.

Thanks for your effort to make the river more user friendly.

• Connectivity is essential, especially Atascadero to Templeton. Right now the Anza trail starts nowhere (Sycamore Rd), disappears into the river bed, then reappears behind The Lakes. Since the portion behind The Lakes is a nice lengthy section, extend that over the creeks to Templeton, and south to the Jim Green Trail. Both give natural access from town to trail, is a central section of the trail, and would expect to have high volume use.

• This is a very important project which contributes to the health and welfare of the citizens of North County and should help to alleviate in some small degree current and future traffic problems. It sends a message that the county is serious about bringing awareness to and protecting the natural environment. It should be carefully planned and financed as is accorded a priority project. Money should be committed in advance to police bicycle units.

• It would be nice to have some trails where dogs can be off leash and “under voice and sight control.” I came from Boulder CO where responsible dog owners could pay a fee, take an online course on proper dog behavior/trail protocol, and then the dog would be licensed with a green tag indicating fees were paid and course was taken. Areas close to traffic and communities were “dog on leash,” but once out of the way, licensed dogs were allowed off leash. Since unlicensed dogs would be ticketed, most owners were responsible with the protocol and dogs off leash were not a problem. It was a wonderful system, and most responsible dog owners are happy to pay the fees and do the course because they want the ability to properly exercise their dogs. Thanks.

• An ambitious plan. Taking of private properties and developing for public use ==A MORTAL SIN....could be feasible if use common sense and not infringe on private properties , minimize liabilities, figure a way to monitor with current budget issues.... how the heck keep off road vehicles out of this thru our? etc....In this area between Paso and San Miguel best served by the current used North River Road connecting these two communities!!!! Taking resources and develop trail infrastructure already established and highly used----may make public work’s job easier to have you involved with their efforts in maintaining... trash, illegal dumping etc. etc. etc.

• Consider what you would think if think if the private front yard-River front yard you bought was to be turned into a public thoroughfare. When will the property owners be notified of this plan? My only notice came after finding new survey stakes in the river bed.

• Let’s build these segments out with as many as possible as rustic as possible. Also, let’s have different segments available for some exclusive uses: equestrians, mountain cyclists, bird watchers, etc., etc.

• We love the new bike trail in Paso and use it all of the time. A route from Paso to Templeton, and from Templeton to Atascadero would be fantastic!

• We DO NOT want the trail. As a private property owner we do not want it. We are not willing to give up our property, clean up the mess that users leave, deal with dogs that users bring on the trail (not on a leash) that disturb livestock, or police the homeless and drug use that already does and will continue to occur on the trail and in the river. Also it is a huge liability for us! I think you need to stop the trail where it currently is!!!

• I would like to see the connection between Atascadero and Templeton be completed for my safety and other cyclists safety, to ride on an asphalt trail (that includes a bridge to cross over a creek) so we cyclists do not have to ride our bikes along the 101 Freeway, or ride the hills, on the “other” side of the Salinas River, to get from Atascadero to Templeton.

• Disturbance to our sand mining operation. Fish and Game violations. Wildlife and vegetation disturbance. Quicksand on parts of our property. General invasion our FRONT YARD. Radio and loud voices.

• I live in San Miguel, and serve on the HOA of one of the subdivisions. I would hope to see access for all forms of recreation including off road vehicles. This can be addressed thru permitting of ATVs, etc. This can ensure all who want to have access that they do so with respect to the rules.



Three public workshops were held during plan development. On the following pages are compilations of attendee input, organized for each workshop.



## WORKSHOP #I - I.0 PURPOSE

On Monday December 10<sup>th</sup>, 2012, San Luis Obispo Council of Governments hosted a community workshop at the Templeton Community Center to discuss the future of the Salinas River Trail. At least 106 participants attended the community workshop, which was facilitated by the Salinas River Trail Master Plan consultant team. The meeting purpose was to introduce the planning effort to the community, present key findings from the preliminary existing conditions analysis, identify key vision themes to characterize the future trail, and gather input on project area preferences, assets, needs, and issues.

Desired meeting outcomes included:

- Compile a list of community vision key words to build a vision statement
- Compile a list of community issues and concerns
- Record current trail use and envisioned/desired future use





After a brief welcome and introduction of the team staff, SLOCOG gave an overview of the meeting purpose and a brief background on the plan's history and funding. The consultant team then provided a description of the planning process, deliverables, schedule, potential issues and solutions, and the fundamentals of trails planning. Area demographics and use patterns were also presented along with recent built projects in the North County, such as the Salinas River Vision Plan, the Charolais Corridor and the River Road Trail.



Participants were asked to write three vision key words or phrases on Post-it Notes®. These were stuck to a large “Vision Wall.” These words and phrases were then organized by similar themes. Key vision elements that came to light include:

Designed for  
all Users





Based on the key words and phrases collected during this exercise, the following vision statement was developed to guide future planning and design efforts of the Salinas River Trail:

□ *The future Salinas River Trail will provide North County with access and views to river valley natural open space. The trail will be designed for both transportation and recreation, will be safe for pedestrians, cyclists and equestrians alike, and will be respectful of the environment and private property. The trail's connectivity and accessibility, along with its well-maintained amenities, will be a draw for both residents and tourists that will provide economic benefits and an educational link to the Salinas River's habitat, history and culture.*

## 1.3 MAPPING EXERCISES

Attendees visited a 20 foot map of the river corridor and applied sticky dots to where they live (red dot), what areas of the trail they have used (green dots), and areas where they would like to see public access (blue dot). Participants used Post-it Notes® to record ideas, thoughts and issue topics attached to geographic locations along the corridor. Facilitators were available to answer questions and record comments from attendees regarding issues and opportunities (geographic or non-site specific) and any other comments that may be helpful in the alternative alignment development process. Results from this exercise are shown in Appendix B. The results from the exercise generally demonstrated the following:

1. Workshop participant residences are evenly distributed along the entire 35 miles of the plan area. Representation from each community along the corridor was relatively even with respect to population.
2. While current corridor use was also distributed throughout the plan area, there was a concentration of current use/access at Stadium Park and the Ferrocarril Equestrian Arena in Atascadero and near Riverbank Lane (near Niblick Road bridge) in South Paso Robles.
3. Primary suggestions for future river access (multiple responses) included:
  - a. The intersection of 15<sup>th</sup> and the Salinas River in San Miguel
  - b. The River Oaks area in Paso Robles
  - c. The location directly between Templeton and Atascadero
  - d. The creek along Highway 41 in Downtown Atascadero
  - e. The area behind Poloma Park at Halcon Road in Atascadero
  - f. The location directly between Atascadero and Garden Farms
  - g. Along the west side of El Camino Real on the Santa Margarita Ranch between Margarita and Garden Farms



## 1.4. TABLE TOPICS

Meeting participants were able to participate in six table topic/work groups to learn about project related topics, ask questions of the team, and write in comments on Post-it Notes® on the topic boards for the major project elements. Participants visited the following workstations:

- Table 1: Designating the River Corridor
- Table 2: Nature
- Table 3: Water
- Table 4: Adjacent Property Concerns and Trail Benefits
- Table 5: Connections
- Table 6: Defining the Trail Experience

Each station was designed to educate the community on specific topics and solicit feedback on plan objectives and input on issues and opportunities within the overall project area. Input received on objectives, issues and opportunities are summarized below:

### I. DESIGNATING THE RIVER CORRIDOR

#### COMMENTS ON OBJECTIVES:

- Placing the horse trail far enough away from paved trail.
- Let's get the trail built! Do what's easiest for now, we can always re-route it later if other options come open.
- To follow the route of the Juan Bautista de Anza National Historic Trail.
- Trails are okay within flood plain.
- Limited views and "scenic" opportunities exist in immediate Salinas riverbed. Surrounding hills offer better vantages.
- We need trails: Local Use, Tourist Attraction, Educational/Health Conscious.
- Outside of flood plain.
- Need connections between Paso and Templeton, Templeton and Atascadero.
- A connection between Templeton and Atascadero is needed.



**ISSUES:**

- Put trail in another county. River in our area is privately owned.
- 1997 water level rose to the roadway/railroad in North River Road area.
- No connection between Atascadero and Templeton. It's needed.

**OPPORTUNITIES:**

- Trails on both sides of the river. (x3)
- Loop trails and long distance with trail heads.
- Connectivity to community destinations: businesses, schools, libraries, etc.
- Equestrian trail and staging in Templeton.
- Trails for horsemen should be 15-35 mile loops.
- We would like to see the Anza connect (and be mapped) to our Atascadero Creek proposed and partially complete trail system at Sycamore and the Water Company for access to Stadium Park and Cubaril Park.
- Need to take consideration of people's property bordering river.
- As a long-time resident of SLO County (1955-present) I've seen our off-road (OHV) opportunities dwindle. When we moved from SLO to Atascadero in 1986, we loved riding our motorcycles in the Salinas River adjacent to our home. Now that is lost, but horses, bicycles and pedestrians use it daily. My hope is that some consideration be given to those of us who don't fit in the bicycle, horse or pedestrian category.
- Tie the eastside rural community of Templeton and Atascadero to the river and into town.
- Anza Trail on west side, Salinas River Trail on east side.
- Corridor Trail Planning should show connecting trails described in County Parks and Recreation Element.

**2. NATURE****COMMENTS ON OBJECTIVES:**

- Boardwalks can sometimes protect sensitive habitats. (x2)
- Consider the animals that presently live in the area of the trail.
- The Salinas River not only provides our drinking water, but also provides wildlife habitat.
- Love nature by being in it – Best way to promote nature and protect it is by walking and seeing.
- Put outlooks at beautiful view spots.
- Steelhead are a big issue to review (NOA and Fish & Wildlife).
- Impaired river based on the Regional Water Quality Control Board
- Restoration money/wildlife habitat funding sources may be possible.

**ISSUES:**

- Sensitive Plants/litter
- Ongoing maintenance responsibilities, who has this responsibility?
- Access for horseback riding, nice wide trails.
- Man and wildlife can cohabitate effectively.
- Increasing access to river, will only further impact wildlife.
- No additional environmental concerns.
- Respect property owners' rights.
- Stay out of the river, fix existing roads.
- Valley fever.
- Stretch near Wranglerettes has water year round and beaver dams. We would like to see limited access here so as to protect the beaver habitat.



### **OPPORTUNITIES:**

- Birding opportunities.
- Protect and improve poor and destroyed riparian areas.
- Nature Tours: schools, clubs, everyone.
- From willing property owners, acquire land along river for public passive recreation.
- Connect trail from Atascadero to Templeton for bikes, so we don't have to ride on freeway.
- Identifying wildlife.
- Creating a more walkable friendly environment connecting neighborhoods.
- Are you planning any water sport activities? Kayaking?
- Exercise opportunities for a society getting fatter.
- Getting kids more connected with the environment.
- Trails that are natural looking.
- Connect the communities with the trail and pride of our natural beauty.

### **3. WATER**

#### **COMMENTS ON OBJECTIVES:**

- Look at past floods. How will the trail survive after the next big one?
- The river changes every year – how will you be able to keep the trail in the same place?
- River and riverbed is subject to the public trust.

#### **ISSUES:**

- Be aware of flooding issues within the community when establishing trails (i.e. Templeton at North Main Street).
- Off-road vehicular use and destruction.

#### **OPPORTUNITIES:**

- Preserve and enhance the riparian flood zone areas of river.
- Put water in river all year.
- Protect our drinking water from pollution. (x2)
- Trails close to river flood area > concrete.

### **4. ADJACENT PROPERTY CONCERNS and TRAIL BENEFITS**

#### **COMMENTS ON OBJECTIVES:**

- Homeless are already living in the trails in Salinas.
- Sheriff can't control the area at Wellsona and River Road and Monterey: motorcycles and trash.
- Signs only at trail heads and trail connection points to Anza-Salinas Trail.
- Instead of thru river from San Miguel to Paso Robles – widen /improve River Road to include bike/run/hike/walk trail.
- Wildlife preserve just north of San Miguel on Ind. Valley Rd. – consider this as a possible trailhead to traverse south.
- No signs on the trail except for safety reasons.
- No river trail in the Salinas River between Paso Robles city north (city limits) and south of San Miguel City – too many private properties!
- No bike trail in river – make a real bike trail on Monterey Road.
- EIR needed for anything in river. My tax \$\$\$. I am against out in rural area...only in city.



**ISSUES:**

- Trash, dog doo, unleashed dogs, homeless
- Red legged frogs (x2)
- Stay out of the river! Improve River Road, add bike paths.
- Trespassing and robberies
- No trailhead at River Oaks and River Road. This is a dangerous intersection.
- Paso Robles' trails have too much signage. "Sign pollution" is distracting.
- Floods will take the trail out unless it can be reinforced.
- Utilize existing public right-of-ways, don't infringe on private property.

**OPPORTUNITIES:**

- Tell the history and cultural change caused by Anza Expedition in 1776.
- Safe connection between Atascadero and Templeton for bikes and walkers.
- Allow cities to increase hotels in urban areas, not parking lots like in Paso Robles.
- Education about importance of protecting the Salinas River Watershed. (x2)
- Make connection between Atascadero and Templeton walkable and bikeable to make a commute to work possible.
- Increased property values being on a public trail.

**5. CONNECTIONS****COMMENTS ON OBJECTIVES:**

- Yes!
- Good job. It is absolutely essential that an all-weather, hard surface path connect Templeton and Atascadero. (x2)
- Safe routes for kids to schools and parks.
- Don't go massive.
- Connect Templeton and Atascadero to avoid need to go on freeway for biking. Access off of El Camino so it will make work commute efficient.

**ISSUES:**

- Missing safe connection between Atascadero and Templeton. (x2)
- Tourism will be stunted unless we connect Atascadero and Templeton.
- Class I bike path near 101 between Atascadero and Templeton would be great!
- Trail maintenance and durability in flood times.
- Bike trails should be separated from vehicle traffic for safe riding – main transportation, i.e. bike use to be along realistic paths.
- Does not go by schools or work.
- Tourism ruins the way of life for residents.
- Who pays for these trails? Who pays for maintaining? What tax?
- Multi-use trails owned and cared for by the community. Encourage groups to "adopt" a section of the trail.

**OPPORTUNITIES:**

- Creating a bike "highway" would draw tourists. It should connect all of the downtown areas.
- Opportunity to make a good trail/road system for road bicycle use.
- Horses are transportation to friends' homes and restaurants with tie racks.
- Ride your horse to recreation, leave trailers at home.
- Great for attracting guests at new Marriott Hotel in Atascadero – draws in tourism.
- Braided trails – multiple loops.
- Connect to all the downtowns!
- School kids in Garden Farms? Elementary school in Santa Margarita?

## 6. DEFINING THE TRAIL EXPERIENCE

### COMMENTS ON OBJECTIVES:

- Very exciting project! It's about time more trails are to be developed in North County.
- Please focus on the nature experience, do not citify with hardscape.

### ISSUES:

- Resolve potential user conflicts. i.e. non-motorized vs. motorized (motorcycles).
- Nimbys
- Encourage groups to adopt a trail for maintenance and trash pick-up.
- Need to educate property owners.

### OPPORTUNITIES:

- Interpretive signs at trailheads only. Avoid sign pollution!
- Water for horses. Horse trailer parking.

## 1.5 COMMENT CARDS

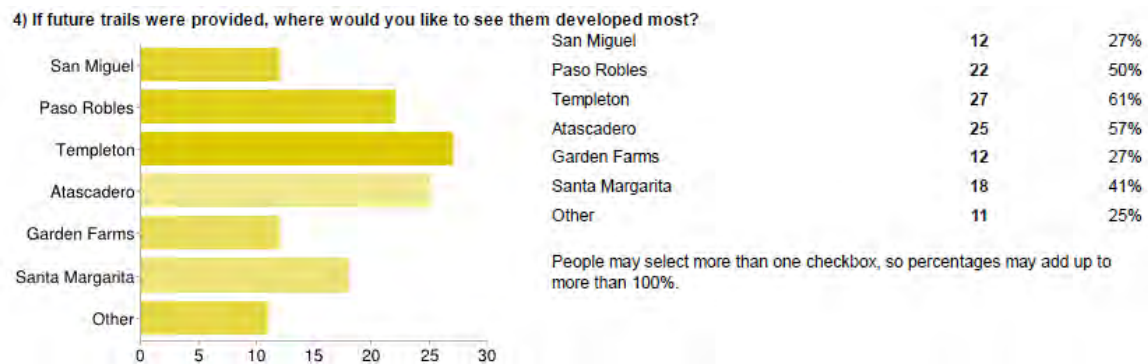
1. Continuous Class I trail located as close to the river as possible. Excellent wayfinding signage. Shade is important. QR codes/App/Technology. Voter initiate for funding. Emphasize connects to existing spur trails. Equestrians should be secondary to bikes/peds. Par course rec elements along popular sections.
2. I'm concerned about trail durability in heavy river flow events. Concrete in the active flood plain is dicey when sections float, who and when will repair? The project should contain visions for ongoing maintenance.
3. Bicycle safety is a big benefit. We have had too many killed. The Atascadero-Templeton connect is by far the most important. Tourism is a big driver of the local economy and broadening the area/attractions will pay big bonuses.
4. Historic significance and how to preserve this information along the trail. Native American, Spanish, Mexican, and Californian. I would not like to have another outcry about ignoring Native American sites – what sorts of studies are planned? What protections are planned?

## 1.6 WORKSHOP SURVEY

Participants were invited to fill out a questionnaire or take a web link home to fill out at their convenience and share with their friends/colleagues. Survey results are attached in **Appendix C**. The results from the survey generally demonstrate the following:

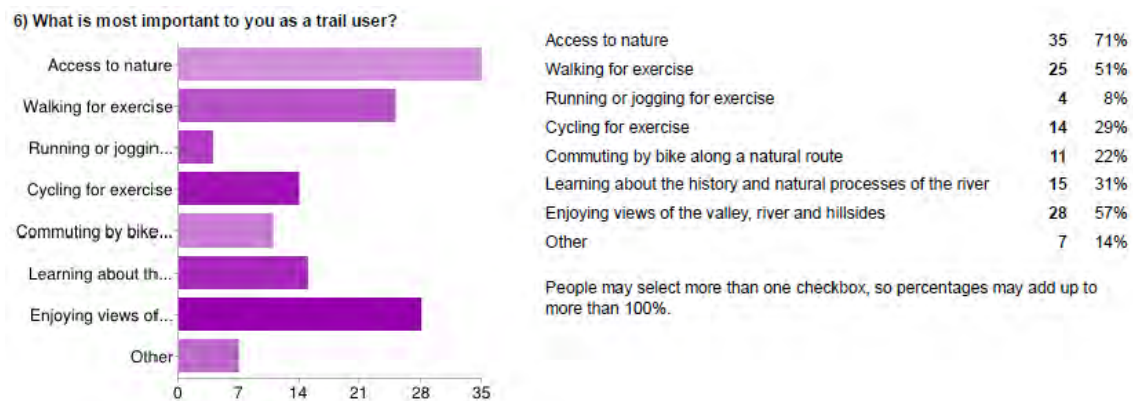
The majority of residents who participated in the survey lived in Atascadero and accessed current trails in Atascadero more than in other areas of North County. The majority of current trail users used them for exercise/recreation and access to nature and valued the access to nature and scenery above all other priority needs. Participants responded that future trails should be provided first and foremost in Templeton, should be of a medium decomposed granite or similar material and would most likely be used for exercise and access to nature. Users would primarily like loop trails that connect to existing routes with a preference of 2-4 mile loops or routes greater than 10 miles. The majority of participants also voted that easy parking at trailheads and signage at or along future trails were the most desired amenities.





Of the potential issues listed in the survey, those that were perceived as least likely to be resolved throughout the planning or future design process include effects on adjacent properties such as off-leash dogs, transients, and potential for crime. Issues thought to be more likely resolved include, impact on sensitive vegetation, livestock or crops, flood damage, property values, and the negative impact on the flexibility of what landowners can do with their properties.

Issues that were perceived as most likely to be resolved include trash and graffiti, trespassing, impact on sensitive species, livestock or crops, flood damage, impacts on property values, and the ability for adjacent property owners to maintain flexibility with their property use.



## 1.7 CONCLUSIONS

Based on the transcription in this workshop summary, the following comments were frequently occurring themes that emerged from the participant feedback that will inform the planning process.

Most participants voted that they were primarily pedestrian trail users and the majority agreed with the following statement “As a walker it is important to me to have separation from fast moving bikes or equestrian users”.

Key ideas expressed included:

### Needs

- Priority connection needed between 1. Atascadero and Templeton, 2. Templeton to Paso and 3. Garden Farms to Santa Margarita.
- Continuous trails of 10+ miles would be great, but loop trails of 2-3 miles would serve North County well in the interim.
- Connect to existing trails first and foremost, then expand outward.
- Provide educational opportunities through signage to celebrate cultural and historic resources
- Connect people to places and destinations (neighborhoods, schools, downtowns, etc) to provide alternative to motorized transportation.  
Need historic connection to the Anza Trail.

### Concerns

- Proximity to and views into adjacent properties may impact privacy
- Minimize user conflict.
- Minimize impact on vegetation and wildlife.
- Design trail to consider changing river corridor and 100+ year floods.
- Keep the trail natural and scenic to greatest extent possible.
- Trail maintenance and adequate and convenient staging areas.
- Transients, vandalism and trespassing as key concerns to be resolved in planning and design process.
- Off-leash dogs are a concern for nearby residents and farmers/ranchers.

# VISION WALL TRANSCRIPTION

*\*Indicates multiple comment*

## **Well Connected and Accessible**

*\*Easy access*

- 35 miles of beautiful safe clean trails used by all of North County and more continuous
- Connect Atascadero to Templeton by a bike trail to make by car unnecessary
- Connect to communities and other trails
- Make creek trail from center of Atascadero to Salinas river access point from various neighborhoods
- Ventura to Ojai trail is a good example of a multi-use trail –
- Paved bike lane, Walking path, Horse path
- Multi use trail is needed badly here in the north county, which really has no hiking at all
- Very poor road maintenance that makes road biking difficult
- Multi-use connectivity between cities
- Loop Trails and trails greater than 3 miles
- Connect people and places (downtown Atascadero to nature and neighborhoods)
- Pedestrian/Bike Bridges
- Continuous bike path and braided elements for everyone: Equestrians, hikers, families, disabled, dirt bikes, and mountain bikes

## **Well Maintained with Amenities**

- Shade
- Well marked (logical signage)
- Staging areas for trailer parking
- Maintained and cleaned on a regular basis
- Par Course (exercise equipment at popular areas)
- Technology (QR codes/apps)

## **Scenic, Safe and Serene**

- \* Scenic (interesting features for kids like climbing rocks, trees, bridges, railroad and user friendly)*
- Serene
- Safety

## **Respectful of property rights**

*\*\*\*\* No trail*

- Privacy for adjacent landowners
- No trail on private property
- Stay out of the river
- Fix existing roads first
- Respectful of private property

## **Tourist Attracting**

- Tourist attraction
- Well advertised for tourism
- Tourists will visit North County to recreate along the river the river will be known as our inland ocean



### **Educational and Historic**

- \*Wildlife friendly – not disrupting cover
- Education of the importance of the Salinas River watershed
- Historic
- Help us learn about nature and our natural resources such as an air and water
- Promote local heritage - Anza and Agriculture

### **Natural Open Space**

- In 10 years Steelhead trout will again be a common sight as they migrate to spawn and return to the sea.
- Where we can get outside in North County
- An extensive natural area with many public open space parks on both sides of the Salinas River
- These parks will have passive recreation and offer education about nature
- Residents and visitors will marvel at the wildlife: birds, fish, bobcats and an occasional mountain lion can be seen.

### **Designed for All Users**

- Encourage people to get out of their car and walk or bike.
- Walk, bike and equestrian,
- Be able to travel from Santa Margarita to San Miguel by foot, bike or horseback
- Shared by all
- Create equestrian access in about 3-5 mile increments with adequate staging areas for trailers
- Lots of room for bicycles and horses
- Horse friendly

## WORKSHOP #2 - I.0 PURPOSE

On Monday March 18<sup>th</sup>, 2013, San Luis Obispo Council of Governments hosted a community workshop at the Atascadero Community Meeting Room at City Hall to discuss the future of the Salinas River Trail. At least 35 participants attended the community workshop, which was facilitated by the Salinas River Trail Master Plan consultant team. The meeting purpose was to recap the purpose and objectives of the planning effort to the community, provide a status update on the planning process, present key findings to date, and engage the community in an interactive trail alternative design exercise.



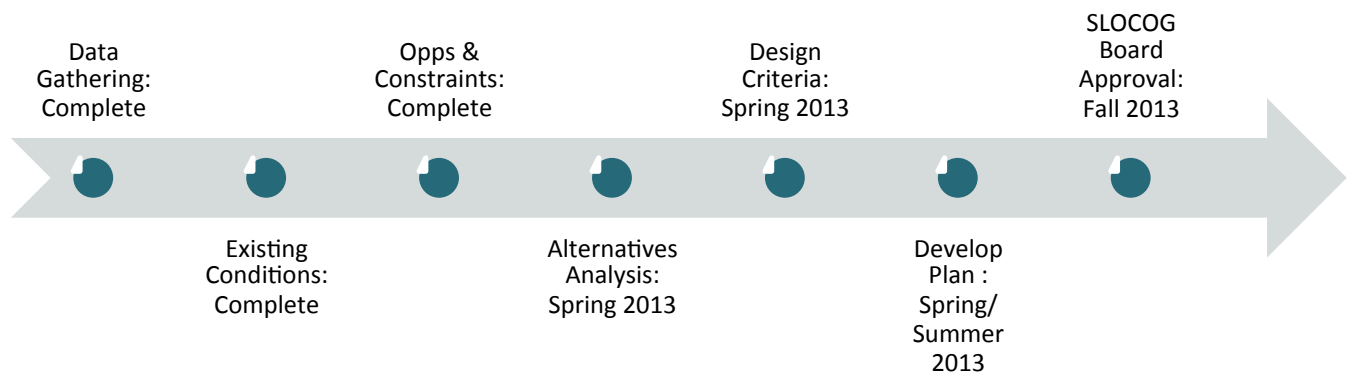
Desired meeting outcomes included:

- **Share information & provide input**
- **Discuss trail types and locations where trails might go**
- **Engage in a trail planning exercise**



## 1.1 WELCOME AND PROJECT OVERVIEW

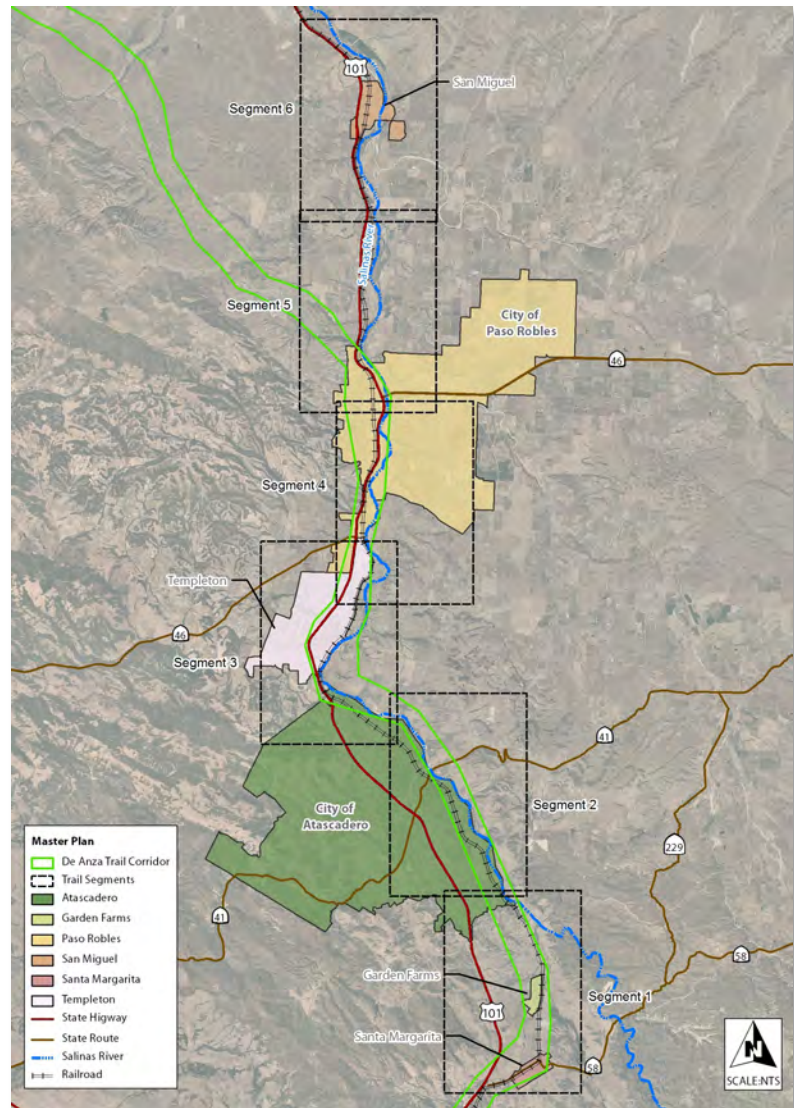
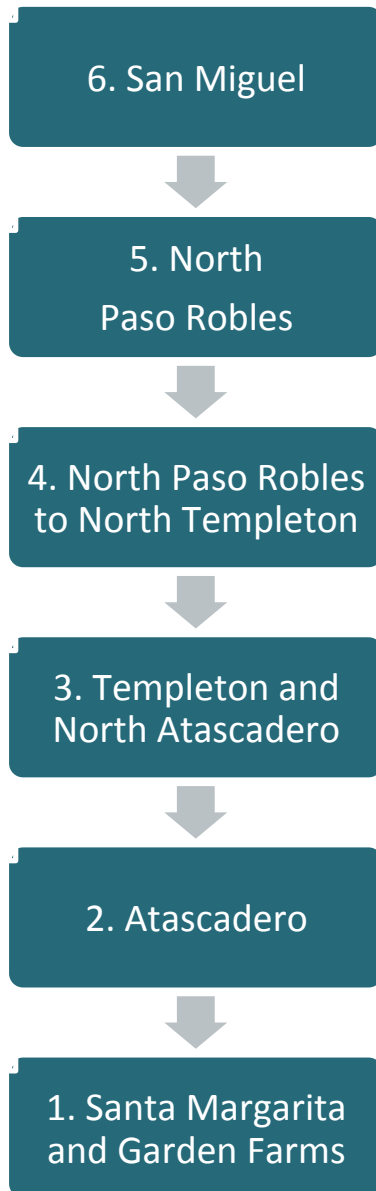
After a brief welcome and introduction of the team staff, SLOCOG gave an overview of the meeting purpose and a brief background on the plan's history and funding. The consultant team then provided a description about the status of the planning process including outreach efforts, constraints mapping findings to date and the overall schedule with major milestones and approximate dates. Next was a description of the community's anticipated role in the plan's development as well as the fundamentals of trails planning and an overview of legal statutes and doctrines that may affect the planning process.





## 1.2. TRAIL ALIGNMENT MAPPING EXERCISE

When workshop participants signed in at the beginning of the meeting, they were directed to sign up for a small working group table that focused on one of the 6 trail segments generally along the Salinas River including the following geographic areas:



After the introductory presentation, attendees were given instructions to break out into their small groups and engage in an hour-long exercise with the following objectives:

1. Discuss the area as a group and please share your knowledge and priorities.
2. As a group, develop a minimum of 3 trails that do not have to be consensus based, but rather memorialize the group's collaborative discussion.
3. The consultant team will examine these and refine and avoid constraints to the greatest extent possible, but will use your knowledge and input as a foundation.

Participants followed these instructions to guide alternative mapping discussion and efforts:



Identify where you live (if not in area, place on side & write city)

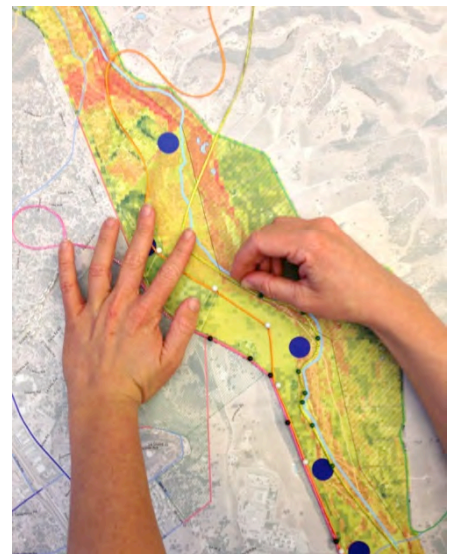
Identify possible destinations along or near the river



Type 1: Soft Surface River Trail

Type 2: Multi-use Hard Surface Trail

Type 3: On / Near Road Hard Surface Lane



Layout at least one of each of the trail types. For Type 2 trails, try to avoid the red and orange areas on the map, they represent major constraints.



Layout the trail first without pinning it all down. Once the group has had a discussion & all are ok with the alignment, pin it down with the push pins (be aware of the table top & don't push down too far).



Identify logical locations for a trail head with vehicular roadway connection for parking (at least one & be aware of impacts to the neighborhood from parking /traffic)

Identify convenient locations for connection train entry points, assumed by foot or bike

Once complete with the mapping exercise, each group nominated a "presenter" to report back to the larger group on the key highlights of the trail alternatives developed at their breakout group. The results from the exercise are illustrated and recapped below.



## 1.3. MAPPING EXERCISE PRESENTATIONS



The presentations went from North to South

### Segment 6 - San Miguel

- History needs to be connected to trail
- School connections should occur
- Need hard-packed trails near railroad
- Three Rivers Equestrian Center - has private interest in river activities and should be connected

### Segment 5

- Provide a parallel soft trail as an option to North River Road
- Improve North River road for cyclists
- Wellsona Road crossing important
- Start with trails already existing
- Highway 46 - class 1 planned underneath bluffs
- Southbound cyclists currently need to get on freeway for access
- Provide for a parallel route near the railroad
- May be possible to tie trail improvements to sewer plant upgrades



### Segment 4

- Connect Mid-State Fair, with the Niblick bridge, and the Firestone Brewery
- Look at existing roadways for access if trail not feasible
- Would prefer natural trails closer to river
- Provide a bike blvd on Riverside Avenue through Paso to create regional link
- No public crossings exist at railroad tracks
- The proposed on-road segment is very hilly
- Three River crossings - connect Albertsons to downtown
- East Side of the river, provide a connection to the Montebello Estates which includes a 52 acre open space area where there are multiple existing trails
- Provide connection to Flamson School on 24th St.
- Provide a connection to the Downtown area, shopping, restaurants, visitor serving, & rail station
- Connection to the Bike Blvd. on Riverside Avenue





through Paso to create regional link

- Union Road heading eastbound connection to the regional Barney Schwartz Park
- Opportunities to connect to the Paso Robles Event Center (Mid-State Fairgrounds)
- Desire to find a western trail connection that works its way under Niblick Bridge to the 4th Street Railroad undercrossing for another southern downtown connection
- Existing three Bridge River crossings, 24th, 13th and Niblick Bridges will be difficult
- Desire pedestrian bridge crossings, one connecting Albertsons shopping area to downtown (Paso Robles Street) and one extension of Charolais Corridor to connect to the 159-acre park acquisition.
- Proposed on-road segment (South River Road/Neal Springs Road) very hilly for recreational biking. Desire flatter trails closer to the river.
- South River Road connection to the existing trail spur down to the County Park.
- Desire to have trail connections heading eastbound Highway 46 for regional connection to coast, Cambria, Morro Bay, etc.
- No public crossings exist at railroad tracks to connect to Ramada Drive
- Potential connection to Ramada Drive to connect to businesses, Firestone Brewery & shopping



### **Segment 3 – Group #1**

- Templeton Road bridge should be used
- Several good soft surface opportunities exist
- Paso Robles Creek to elementary school is a good connection
- Templeton High School needs to be connected to trail
- Possible tunnel at Main Street
- Another tunnel at Toad Creek

### **Segment 3 - Group #2**

- Provide two cycling routes - one more challenging than another
- Bridge crossing needed at creek
- One-mile segment of trail between Home Depot and Templeton High School needs paving
- People (often students) carry bikes or walk along the tracks
- Make it a priority for crossing Hwy 41 to Atascadero Creek and Templeton High School
- The lack of connections force cyclists onto freeway - look at Caltrans reports about accident rate at this location

### **Segment 2 - Group #1**

- Northern access to Templeton using water company road
- Curbaril bridge
- Connect with trail along Halcon Road
- No existing route along El Camino Real because of all of the stoplights
- Connections to open spaces and historic springs should be made
- Try using the existing Anza trail as much as possible
- Interesting area at the confluence of Atascadero Creek and Salinas
- Make a connection to downtown corridor/rec center
- Hwy 41 west serves as official bike lane between the forest and coast
- Some parking at water company property exists - expand and add interpretive opportunities
- Provide a trail on bank along Curbaril to arena - discourage OHV, encourage horses
- The existing berm washes out periodically
- Provide a connection to Dove Creek
- Bob Kelly is on board of Atascadero State Hospital - can he serve as liaison to gain access through property?
- Trail to cemetery to stadium park
- Pine Mountain trails
- Connecting links to existing and planned trails in Atascadero is important
- Make trailheads with easy to access important locations
- Bridges may be needed in central area of Atascadero
- Trailheads for equestrians have unique needs of trailer parking, holding space & special facilities
- Stay off streets as much as possible
- An above ground boardwalk may be needed over the Atascadero Creek outlet
- An environmental restoration area near Atascadero Creek would be a good idea since migratory birds frequent the area
- Connect to the Eagle Creek trail system being planned
- Coordinate with AHS to use access point

## Segment 2 - Group #2

- Paloma Creek Area – will be a connection to Eagle Ranch
- Would like to see loop trails
- Staging area at Halcon is suggested
- Currently at the south end - horses must walk on asphalt
- Provide a connection to Creston
- Provide a loop trail around Calman Park, lots of water company property
- Hospital workers use Jim Green trails during their breaks
- Provide minor equestrian staging areas throughout segment
- Curbaril bridge narrow, with deep water and beaver dams
- Safe RR at Curbaril
- Pine Mountain loop
- Atascadero Creek trail
- Schools important in heart of town
- Use existing streets for cyclists
- Templeton has back roads for cyclists
- Nice views along water company roads
- Provide more public open space

### Segment 1

- Paloma Park has a good staging area
- Not recommending Halycon because of gravel trucks, but it has a side soft trail
- Horses commonly use riverbed
- Santa Clara - private equestrian facility but can be used for day use for a fee
- Public gun range - Santa Lucia
- Eagle Ranch possible connection /cattle crossing under 101 to connect with Los Padres Forest
- 58 North cyclist destination
- Use the park & ride lot as a trail head





## 1.4 CONCLUSIONS

The results of the mapping exercise will serve as the basis for more detailed trail layouts. The indicated destination points will be used to provide a basis of connecting trails. Potential river crossings will also be reviewed and if feasible, utilized. If not feasible, the need to get across the river will be looked at closer and other locations upstream or downstream will be analyzed.

Although the trail alignments produced at the workshop will form the basis of recommended trails, it should be noted that a few hour workshop setting is not likely to produce accurate and fully feasible route alignments. The professional team and the stakeholders committee will be utilized to make refinements to these alignment options. In some instances, the team may need to consider completely different routes than those resulting from this workshop. Often, constraints that may be considered as fatal-flaws, may not be apparent at a workshop settings. Once analyzed in more detail, these constraints may force the team into providing completely different solutions and alignment options. However, wherever possible, the suggestions from this workshop will be used.

## WORKSHOP #3 - 1.0 PURPOSE

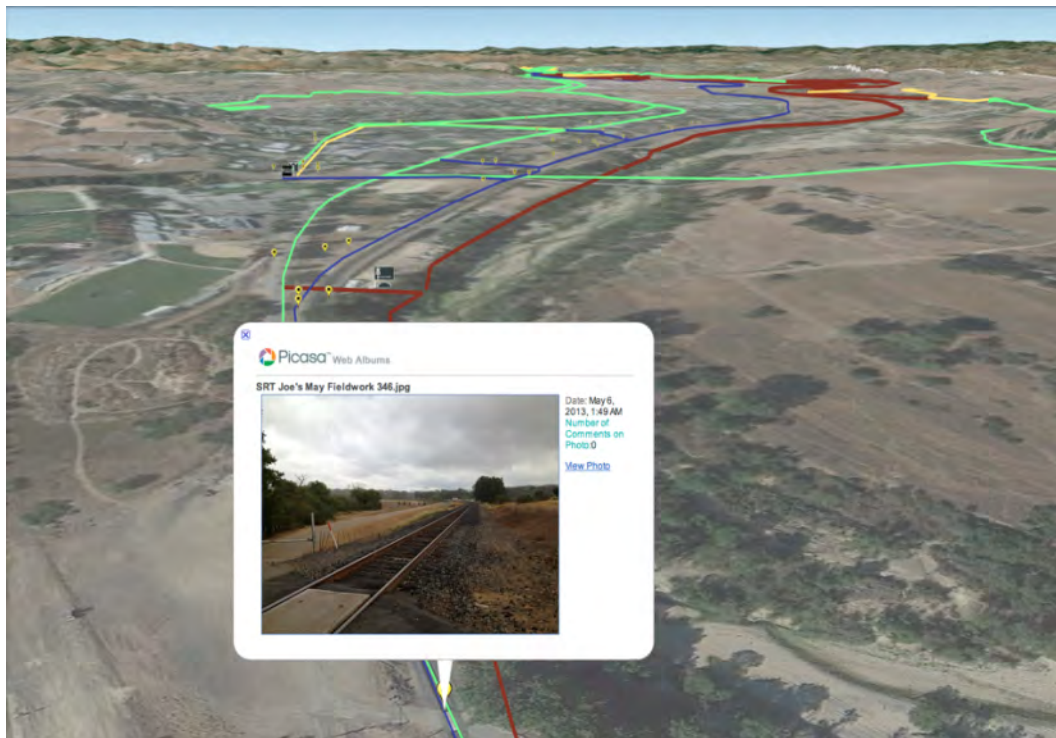
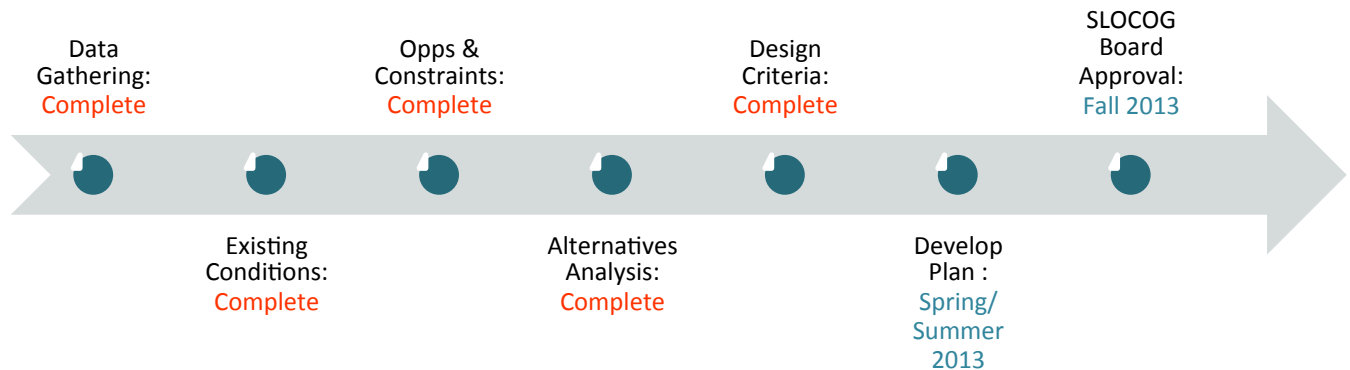
On Monday July 15th, 2013, San Luis Obispo Council of Governments hosted a community workshop at Paso Robles' City Council Chambers at City Hall to discuss the future of the Salinas River Trail. At least 30 participants attended the community workshop, which was facilitated by the Salinas River Trail Master Plan consultant team. The meeting purpose was to:

- 1. Recap the planning effort purpose and objectives to the community
- 2. Provide a status update on the planning process
- 3. To review, add and prioritize possible trail links
- 4. To determine the most desirable trail types, surfaces and locations relative to the river
- 5. To determine the community's preferred on-road bikeway types
- 6. To engage the community in discussions on preferences and answer questions.



## 1.1 WELCOME AND PROJECT OVERVIEW

After a brief welcome and introduction of the team staff, SLOCOG gave an overview of the meeting purpose and a brief background on the plan's history and funding. The consultant team then provided a description about the status of the planning process including outreach efforts and findings from the previous 2 public workshops, constraints mapping findings to date and the overall schedule with major milestones and approximate dates. Next was a detailed discussion of all of the public and stakeholder input and opportunities and constraints criteria that went in to the development of the preliminary trail alternatives. The consultant team then embarked upon a virtual tour of the corridor and proposed alignments with the workshop attendees.





## 1.2. PREFERRED ROUTE MAPPING EXERCISE

Attendees were then encouraged to visit an oversized map of the plan area which stretched the span of the meeting room, and provide input on their preference for trail options including those:

- Along the rail line
- On the roadway
- Near the roadway, and
- Along the river

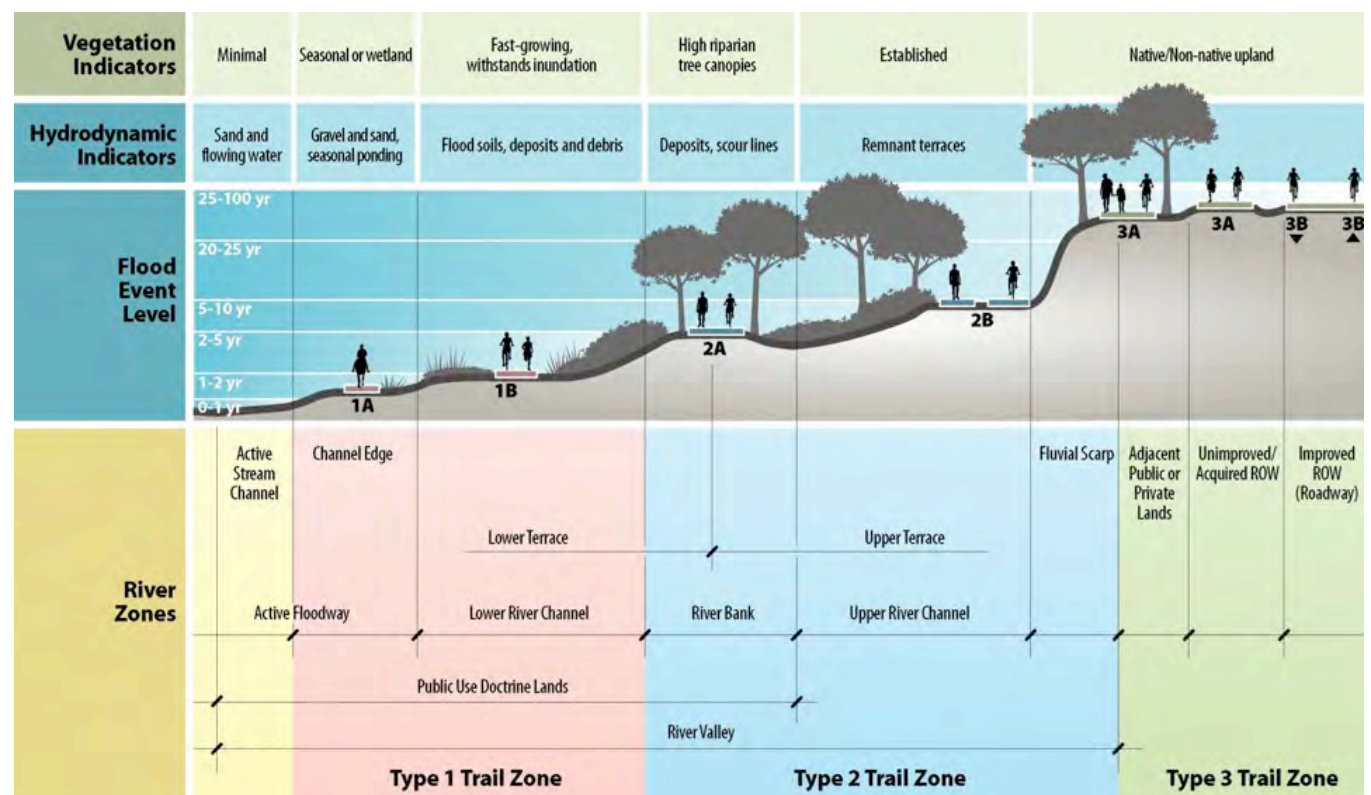
Next, the community members were asked to identify any issues and opportunities about these options along the corridor, to highlight any special places (historic sites, swimming holes, view points, trail heads, etc.), to draw the routes they currently use to get to the river, and to draw the routes they currently use to get through the river corridor. A transcription of these items is included in Appendix A.



### 1.3. PREFERRED ROUTE MAPPING EXERCISE

During the opening presentation, the consultant team introduced the various trail types being explored for this plan which include:

- 1A: Unimproved natural surface trail in river channel
- 1B: Firm natural surface trail at river channel edge
- 2A: Hard surface path and parallel firm natural surface trail on river bank
- 2B: Hard surface path and parallel firm natural surface trail above river bank
- 3A: Hard surface path and parallel firm natural surface trail near river
- 3B: Bicycle lane or route on roadway



Following this discussion, community members were asked to provide their preference on which types of surfaces they would use if on foot, bike, horse or another alternative. The results from this exercise are summarized in the below illustrative and conclusions that can be derived include:

- Hikers/walkers/runners: almost half of preferred type 1.B (a firm natural surface trail)
- Equestrians: over 3/4 preferred trail type 1.A (a soft natural surface trail)
- Other wheeled Users: Most preferred type 2.A (a hard surface + firm/natural surface) with type 1.B and 2.B right behind 2.A.
- Cyclists: these users were asked to provide more detailed input on their preferred cycling experience and trail types in a separate exercise as discussed in section 1.4.

# Which trail or path type would you prefer?

	1A	1B	2A	2B	3A	3B
						
	Soft natural surface	Firm natural surface	Hard surface + Firm natural surface	Hard surface + Firm natural surface (as available)	Hard surface + Firm natural surface	Hard surface (On-street)
	5	9	4	2	0	0
	16	5	0	0	0	0
	0	2	3	1	0	0












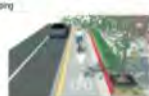








 **Please see next board for more on-street options...**

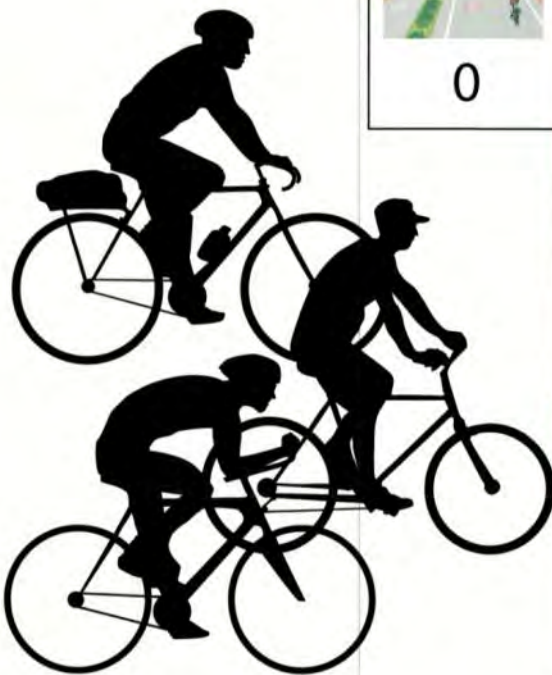


## 1.4. PREFERRED BIKE ROUTE TYPES EXERCISE

The final activity for the evening included an exercise where attendees demonstrated their preference for which bikeway route types they would feel most comfortable using. Results are quantified below.

### As a cyclist, which route types do you prefer?

<b>1.1a</b> Natural Soft Surface Trail (unclassified/no bicycle facility) 2'-6" soft surface uncompact hiking or equestrian trail  Not used by most cyclists <b>1</b>	<b>2.1a</b> Parallel Multi-use Path and Natural Surface Trail 10'-14" hard surface path 2'-6" meandering side trail  <b>7</b>	<b>3.1a</b> Two-way Cycle Track with Barrier 2'-4" barrier with 2'-4" natural surface shoulder 8'-12" lane with centerline 2' graded natural surface shoulder  <b>2</b>	<b>3.5b</b> Outside Buffered Bicycle Lane 5'-6" lane with standard lane symbols  <b>2</b>	<b>3.7.0b</b> Standard Bicycle Lane 4'-6" marked lane with standard lane symbols  <b>0</b>
<b>1.1b</b> Natural Firm Surface Trail (unclassified/no bicycle facility) 2'-6" soft surface uncompact hiking or equestrian trail  <b>4</b>	<b>2.1b</b> Separated Multi-use Path 10'-12" lane with centerline 2' graded natural surface shoulder  <b>5</b>	<b>3.1b</b> Two-Way Raised Cycle Track with Striped Buffer/Partial Barrier 8'-12" lane with centerline  <b>0</b>	<b>3.6b</b> Inside Buffered Bicycle Lane 4'-6" lane with standard lane symbols  <b>0</b>	<b>3.11b</b> Painted Bicycle Lane 5'-6" colored lane with standard lane symbols  <b>1</b>
	<b>2.2b</b> Parallel Separated Single-use Paths 8'-10" lane with centerline  <b>0</b>	<b>3.2b</b> One-Way Raised Cycle Track with Mountable Curb and Partial Buffer 1'-2" mountable curb with striping 4'-6" lane  <b>1</b>	<b>3.7b</b> Bicycle Lane Buffered on Both Sides 2' stripe 4'-6" lane with standard lane symbols 2' stripe  <b>1</b>	<b>3.12b</b> Standard Bicycle Route Part of 13'-16" travel lane  <b>0</b>
		<b>3.3b</b> One-Way Cycle Track with Parking Buffer 4'-6" painted lane with symbols  <b>0</b>	<b>3.3b</b> Bicycle Boulevard  <b>0</b>	<b>3.14b</b> Bicycle Route with Sharrow Part of 11'-14" travel lane  <b>0</b>
		<b>3.4b</b> One-Way Cycle Track with Post or Flexible Barrier 4'-6" lane with symbols  <b>1</b>	<b>3.9b</b> Multi-Way Boulevard Shared lanes and parking lanes separated from travel lanes with medians  <b>1</b>	<b>3.14b</b> Colored Shared Lane with Sharrow 5'-6" colored lane with symbols  <b>0</b>

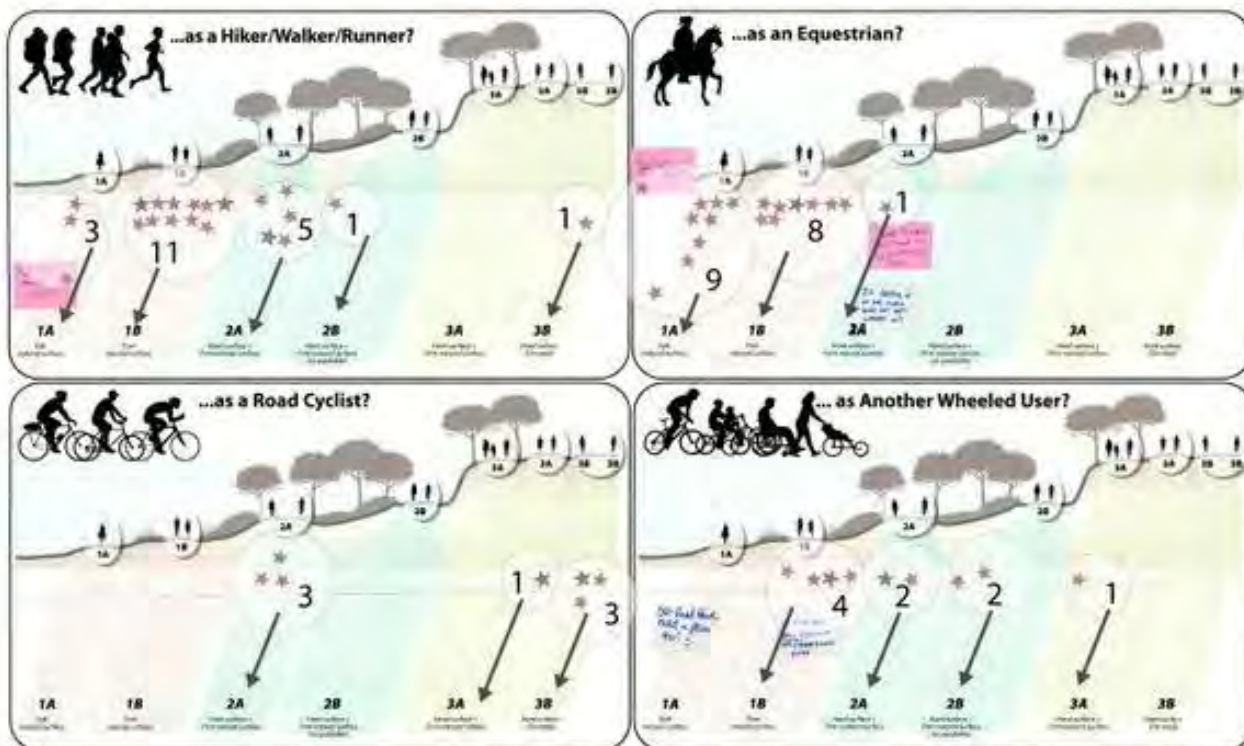


## 1.5. PREFERRED TRAIL LOCATION EXERCISE

Participants then engaged in a poll which solicited feedback on which corridor locations (or trail surface types as discussed in section 1.2) they would most likely use as a pedestrian, cyclist, equestrian or other user. Results from this poll are illustrated below.

Generally speaking, the large majority of pedestrians voted that they were most likely to use a type 1.B Trail. Cyclists were most likely to use a type 2.A or 3.B trail and Equestrians overwhelmingly preferred type 1 trails. The majority of other wheeled users stated that they preferred type 1.B trails.

### Which trail location would you prefer...



Northern San Luis Obispo County Salinas River Corridor Anza Trail Master Plan



## 1.6 CONCLUSIONS

The results of the mapping exercise will serve as the basis for refining the trail alternatives and exploring new access points and routes that may have not been previously considered.

The preference exercises provided insight on trail types that the community is most likely to use and support for the overall system. Conclusions that can be deducted from the exercise results demonstrate that the workshop attendees generally prefer natural trails to hard surface trail except for in the case of street cyclists, who prefer a parallel or separated hard surface path.

Following the workshop, the professional team and the stakeholders committee will be utilized to make refinements to these alignment options and trail types, to prepare the preferred trail alignments and to develop the Salinas River Trail Master Plan Document.



## Public Draft Comments

The public draft master plan was made available through the website in October 2013. The comment period extended over a 60 day period, with most comments being received between November and December with a few more in January 2014. The table below represents a summary of the comments, responses and adjustments that were made as part of the final Master Plan.

### Salinas River Trail: Comments on the October Public Draft Document



Comment #	Date	Comment From:	Representing or Living at:	Specific Comment	Response to Comments	Changes to Maps
1	10/2/13	Claudia (no last name given)	No address given, but appears to be associated with SLO cycling groups.	Various comments on text grammar and typographic errors.	Will correct based on comments noted.	No
2	10/24/13 & 11/5/13	Ben Hoover / Patricia Hoover	No residential address listed. Assume Patricia Hoover is wife. Stillwater vineyard address is 2750 Old Grove Lane in Paso Robles	Opposed to project and concerned about taxpayers money. Concerned about trespass and harassment from visitors that trespass and leave trash. Concerned about safety of their animals.	No Hoover on list of affected property owners by the primary proposed trail system. Concerns still noted.	No, property listed is not affected
3	10/31/13	Tim and Laurie Dey	11501 Chia Lane, Atascadero	Concerned about privacy and lack of public noticing.	Concerns are noted, limited options in this area except for on-road alts. (Los Palos Rd) except for Union Pacific and / or Salinas Road, that also appears to be privately owned. Concerns on privacy are valid, safety, liability, parking and maintenance would not be major issues.	Primary route relocated to public rights of way
4	11/4/13	Neil Lownes	9985 Santa Clara Road, Atascadero	Wants to preserve privacy and quiet country life. Concerned about flood zone, taxpayer money, upgraded road not well maintained from the County, noise, litter, & trespassers.	Trail utilizes existing roadway rights of way on Chia and Santa Clara. Private property not directly affected, although trail would pass by their property. Privacy is a valid concern, but noise, litter & trespass are not major issues with this type of trail. Perhaps Chia Road and Santa Clara could become paved with this project along with a greater degree of maintenance from the county to offset these concerns.	Primary route relocated to public rights of way
5	11/7/13	Janice Pankey Tannehill and Chad Pankey	Listed Paso Robles and Santa Margarita as address, but indicate they are the last property on the Salinas before the Monterey County line.	Would like to be included on future correspondence and would like a special meeting to discuss.	The trail was identified by the County as a proposed trail known as the Old Paso Airport trail. It is not intended to be a trail proposed by this project, however, this project could connect with that trail. The other trail that may be being discussed is actually a Class 2 bike lane on Mission Street, not adjacent to the property.	No, property not affected
6	11/8/13	George and Magda Hornberger	14155 Chispa Road, Atascadero	Concerned about privacy, gardens will be pilfered, fences destroyed, animals disturbed, liability, danger from wildlife, trash, flooding and cost to taxpayers.	Part of the route is in a public right of way (unimproved paper street) and part is on private property. This alternative route is not part of the primary route being considered. Concern on privacy, noise and disturbed animals are areas of valid concern. However, liability, danger from wildlife, trash and destroyed property is not likely to occur from this trail type.	Primary route relocated to public rights of way
7	11/1/13	Mitchell and Rosalind Vieira	Business address listed at 14021 Chispa Road, assume this is also their residence	Proposed trails affect both of their properties. This portion of Chispa Road is privately maintained. The creek behind their properties is too sensitive for trails. Flooding and erosion is already a problem.	The plans noted the challenges associated with these properties and ranked them as highly challenging.	Primary route relocated to public rights of way
8	11/2/13	Jerry and Glenda Taft	10125 Santa Clara Road	Concerned about affecting property along Chia Lane. Barn is close to the proposed trail and would be susceptible to vandalism and theft. Have had trespassers before.	Part of the route is in a public right of way (unimproved paper street) and part is on private property. This alternative route is not part of the primary route being considered. Concern on privacy, noise and disturbed animals are areas of valid concern. However, liability, danger from wildlife, trash and destroyed property is not likely to occur from this trail type.	Primary route relocated to public rights of way
9	11/8/13	Elbert and Wanda Gifford	13505 Chispa Road	They rebuilt their bridge after a flood in 1969. The land is used for livestock, crops, gardens and outdoor living.	Part of the route is in a public right of way (unimproved paper street) and part is on private property. This alternative route is not part of the primary route being considered. Concern on privacy, noise and disturbed animals are areas of valid concern. However, liability, danger from wildlife, trash and destroyed property is not likely to occur from this trail type.	Primary route relocated to public rights of way

Comment #	Date	Comment From:	Representing or Living at:	Specific Comment	Response to Comments	Changes to Maps
10	11/8/13	Carol Nickless	12455 Chia Lane	Concerned about affecting property along Chia Lane. Barn is close to the proposed trail and would be susceptible to vandalism and theft. Have had trespassers before.	Part of the route is in a public right of way (unimproved paper street) and part is on private property. This alternative route is not part of the primary route being considered. Concern on privacy, noise and disturbed animals are areas of valid concern. However, liability, danger from wildlife, trash and destroyed property is not likely to occur from this trail type.	Primary route relocated to public rights of way
11	11/8/13	Jim and Nancy Thompson	11705 Salinas Road. Atascadero	Opposed to trails, live next to the Vieras. Concerned about fire, noise, damage caused by motorcycles, trash and safety. Also concerned about the infringement on private property rights.	Names do not appear on the list of properties directly affected by primary trail. There property is affected by the alternative route shown on Salinas Road. The road exists, but appears to be privately owned with no ROW, although and access easement is likely. Privacy and property rights issues are valid concerns, noise, fire, trash, safety and damage are not likely for this type of trail use, although it could happen. Liability is not an issue based on state recreation statutes.	Primary route relocated to public rights of way
12	11/2/13	Mike and Debi Shepherd	12005 Chia Lane, Atascadero	Concerns on privacy, parking, maintenance, safety issues, and liability	Concerns are noted, limited options in this area except for on-road alternatives (Los Palos Rd) except for Union Pacific and / or Salinas Road, that also appears to be privately owned. Concerns on privacy are valid, safety, liability, parking and maintenance would not be major issues.	Primary route relocated to public rights of way
13	11/15/13	Geiska Velasquez	SLOCOG	The cover is not specific enough to the context of the Salinas River, please replace	It was intended to be a series as an interim draft, however, we are fine with replacing	No
14	11/17/13	Carol Nickless (2nd response, see #10)	Property Owner- no address listed	Would not like to see trail by their property due to privacy, property values, dogs run free and would be a danger to trail users, crime, vandalism, hunting safety, target shooting safety, increased traffic, negative impact on the environment, ground water pollution	No address listed. Name does not show up on the list of the primary trail affecting property owners. Depending on location, privacy and safety issues are a concern, but many of the other statements such as crime, vandalism, traffic and ground water pollution are typically not problems with these trails.	See Comment #10
15	11/21/13	Jon & Samantha Cagliero	Cagliero Ranches, 8625 North River Road, Paso Robles also owns undeveloped property by State Hospital	Opposed to use of their private driveway and proximity to their property. Concern over heavy equipment, agricultural spraying and trail user safety.	The route is not part of the primary route suggested by the plan but is one of several alternatives running through area. Because of the proximity, safety & property issues, this route is not considered to be a primary route. Also, the route is intended mostly for equestrian use, but the noted concerns are still valid for equestrian use. Note there Atascadero Property does have a trail shown on it. No easy alternatives other than Union Pacific are likely in this area.	Route is not the recommended primary route so trail does not need to be adjusted, but private property as a constraint has been increased, affecting constraint maps
16	11/22/13	Dave Flynn	County of SLO	The best trail route would include El Camino Real crossing traveling along Santa Margarita Road to cross at intersection of El Camino Real to the east side of El Camino Real and then travel up Sandoval Road. There is ample right of way width along the eastside of El Camino Real for this segment. Any crossing concerns could be addressed in with traffic signalization of the intersection	The suggested route does represent one of the alternatives developed. Because of property rights issues, this alternative route may need to become the primary route.	This route has become the primary direct route
17	11/8/13	Lydia Lawson	14125 Chispa Road	Concerned about private property, privacy and country lifestyle. Concerned about livestock and pet disturbance as well.	The property is not directly affected by the primary route, although an alternative route has been shown through this area. The alternative route passes by this property on an existing ROW that is not currently improved. The alternative route would go through the neighbors property to the south but not their own.	Primary route relocated to public rights of way
18	11/15/13	Chestor Voss	14855 Chispa Road	Concerned about private property rights, privacy and the showing of a public use on maps that pass onto private properties. Concern also expressed for property values and the disclosure of such a trail to potential buyers.	The route that passes this property is not on the primary route. The alternative is planned along an existing public right of way and does not cut across this property. However, at the north dead end of this road, a portion of the route would cross private property. The concerns noted on privacy, pets and livestock would apply to anyone using the right of way, by foot, bike, horse or vehicle. The concern for property rights and privacy to the north of the dead end are valid issues.	Primary route relocated to public rights of way

Comment #	Date	Comment From:	Representing or Living at:	Specific Comment	Response to Comments	Changes to Maps
19	11/26/13	Warren Frace	Community Development Director, City of Atascadero	<p>1. Make Templeton to Atascadero a priority link: 2a. Reroute various trail segments away from private property and onto local streets with existing ROW (Santa Barbara, Alondro): 2b-avoid parcel -028-021-025 by shifting to Wranglerettes property: 2c-Avoid 8 parcels by rerouting to Buena Ave to Sycamore Road: 2d-Don't show the Lakes Property as part of the proposed system: 2e-Continue to show properties with existing easements; 3-Include local loops for historical and educational opportunities such as Stadium Park and the Winery Loop on Templeton Road &amp; 4: And consider moving off Curbaril to Garbarda Road to avoid 028-401-002.</p>	<p>1. Agree with this priority and will highlight: 2a. Will emphasize this new route and change to primary route, but will depend on the available connections from across County jurisdictions to the south: 2b- agree with this comment and will adjust: 2c-will change the primary route, but suggest keeping the alternative since it makes for a more complete system and these lands should potentially be purchased or a trail easement arranged since this would be an important missing segment: 2d-Will label as directed but for those that do allow the public, should be noted as part of the loops system: 2e-Will emphasize more; 3- Will add more notes and routes to take advantage of this &amp; 4: This alternative route will be added, however, it is suggested that the primary route stay the same since the Wranglerettes property is available for a trail.</p>	Various routes have been adjusted
20	12/3/13	Sharon Marini Santa Margarita Property Owner	Address not clear	<p>1. Placement of trail does not conform to proposed River theme. The Salinas River Trail through Santa Margarita is miles from the river. Realignment away from residences is required. 2. SLOCOG is using a transportation program to develop trails. 3. Funding is a major issue. The cost is not appropriate considering SLO County currently has a number of parks and structures in various states of disrepair. 4. Trail plan as proposed through Santa Margarita needs to address major issues disrupting the rights of property owners. 5. A 26 foot wide trail is not appropriate. An unpaved trail at 3-4 ft maximum is. 6. Paving a trail over ag land destroys prime ag land and changes the land use. There exists sufficient paved streets in Santa Margarita and a designated bicycle path. 7. The proposed trail on approximately 600 acres of the Santa Margarita Ranch (SMR) is adjacent to homes along F street. This does not conform to the Vision statement "The future Salinas River Trail will provide North County with access and views to river valley natural open space." 8. The plan is not consistent with the objective: design trails to not have a negative affect on adjacent property owners. 9. Recommendation -locate trail along creek or utilize existing gravel roads through SMR. Do not allow parking of vehicles, trucks and/or trailers on residential streets. Disallow dogs, camping, overnight parking. 10. SLO County Parks Deputy Director stated that Parks will assume responsibility of the trails. Therefore, residents finding trespassers on private property, that gained access through the trail area, will have a claim against the county. 11. Substantial protection for the property owners along F Street and Yerba Buena Avenue needs to be considered. Move the trail 500 yards away from property lines, add natural vegetation/trees as a barrier from trespassers to provide privacy to property owners, as well as remove the view of the proposed trail. 12. Do not use Yerba Buena Ave. as an access point.</p>	<p>1.The project was to focus on connecting Santa Margarita with San Miguel by way of the Salinas River or its tributaries so the south end is consistent with the project goals. 2.One of the goals and many of the selection criteria relate to providing commuter links between origins and destinations. 3. As a regional authority with a requirement to look at all transportation options, SLOCOG is within their purview to conduct this study. 4. The proposed routes through Santa Margarita and northward affect mostly only one property owner willing to provide an easement. 5. The trail is recommended at 12' not 26' and a 3'-4' wide soft surface trail would not be consistent with transportation requirements. 6. The affect on ag land is marginal. Existing on-street bike facilities do not satisfy the primary purpose of the study. 7. The SMR alignment has been offered by the property owners. Alternative alignments through their property have been suggested. The plan is consistent with goals of the plan, although a Salinas River alignment away from Santa Margarita would also be consistent and an alternative alignment should be considered. 8. The plan has tried to be consistent with the objective: design trails to not have a negative affect on adjacent property owners. the mere presence of a trail next to a property we do not believe will have the negative impacts assumed by the author. 9. Some of these comments are of value to the plan and will be incorporated where possible 10. Trespass will be controlled through fencing and signage, little liability exists to the property owner and agency due to state recreation statutes. 11. Protection for the property owners along F Street and Yerba Buena Avenue will be considered. The addition of natural vegetation/trees as a barrier from trespassers to provide privacy to property owners will be considered. 12. Yerba Buena Ave. is a proper access point as a public ROW with property owner easements.</p>	Routes suggested on Santa Margarita Ranch are not proposed to be changed since an offer of dedication for an easement already exists.
21	12/3/13	Charles and Tamara Kleemann	PO Box 60, Santa Margarita	<p>1. Comments include how valuable long range planning can create awareness through education of critically important watersheds and wildlife corridors. 2. Supports a perspective understanding of the role the Trail Plan could ultimately play in connecting communities on various levels. 3. The Santa Margarita community to the south of El Camino Real needs to connect safely to the trail on the north side of town. 4. Residents on Highway 58 / Parkhill Road and Digger Pine Road do not have a safe connection to the nearby trails. 5. Must be very careful to identify and exclude the more densely vegetated sensitive areas. 6. Understand private property rights but fear provides little justification for depriving communities of the enjoyment of natural resources, and exposure to educational and economic opportunities.</p>	<p>Items 1 &amp; 2 are supportive comments and no action necessary. Items 3 &amp; 4 can be addressed by the proposed intersection signal at 58 / Estrada Ave. and El Camino Real. Item 5 is noted and is supported by environmental protection policies in the document. Item 6 is a supportive comment that we agree with and would hope others would consider in balancing public access and private rights.</p>	No routes requested to be changed



Comment #	Date	Comment From:	Representing or Living at:	Specific Comment	Response to Comments	Changes to Maps
22	12/3/13	George Sullivan	Santa Margarita Area Advisory Council	The trails should stay out of the creeks and stick to Yerba Buena	Only the type 1A soft surface trails are intended to be located in the creek itself. This trail type is primarily for equestrian and hiking uses and does not require grading or surface preparation. We do have an alignment following Yerba Buena Avenue / Creek through the Santa Margarita Ranch, but the owner has offered an easement that parallels El Camino Real, so the primary routes shows this easement but the alternative route does include Yerba Buena alignments	Routes not adjusted based on current dedication of easements
23	12/3/13	Roy Reeves, Rayleen Wight, Thomas Smith, David Ballantyne, Tamara Kleemann	Margarita Proud	Several pages of general and specific comments that are mostly all supportive of the project and that have various recommendations for improvements to the plan including alternative routes through Santa Margarita, connecting various destinations, and through the river corridor by the Santa Margarita Quarry.	In general, all comments are supportive and will be looked at in detail for including in the plan. Some comments do not require a response while others are useful adjustments to the plan. Alternatives suggested to the east of Santa Margarita utilizing Highway 58 and the river corridor through the Santa Margarita Quarry are a very good idea, but are outside of our proposed study area, partly determined by potential transportation linkages between communities. The looped routes work well as recreational trails, just not so good for transportation.	The suggested routes in the comments are good ideas as local loop segments. Maps not adjusted, but the loops will be added.
24	11/8/13 & 12/3/13	John & Lydia Lawson	14125 Chispa Road, Atascadero	Second comment letter from the Lawson's: 1) Maps should not have been released before property owners contacted. 2) Not suitable for public access because of privacy, liability concerns, target shooting, archery range use. 3) Area floods regularly and would put users at risk.	1) It would not have been possible to contact all potential owners about their interest in allowing a trail to go through the area, this is why alternative routes were identified and then circulated for review. Planning does not affect property values unless they are adopted by the government agency. 2) All concerns are valid concerns. 3) Much of the riverbank has flooding and trails are not necessarily incompatible with all flooding types, subsequent phases need to look at flood levels.	Primary route relocated to public rights of way
25	12/27/13	Mary Wood	The Lakes of Atascadero	Voiced concern over showing any of the adjacent trails that are on the Lakes property and have asked that they be removed from the maps.	All trails that are on the property that are not part of previous dedications, easements or other permit requirements for public access, will be removed from the plans. Note that none of these trails were being considered as part of the Salinas River Trail, they were only there to indicate the relationship of existing trails found in the area.	Private trails on private property will be dropped

## Private Property Adjustments Based on Comments

Figures C-1 through C-6, show the original alignments and the adjusted alignments based on an increased effort to avoid private property. These maps indicate the properties originally affected and those that may still be affected. Only properties that have existing easements on them, are in the process of discretionary review, are greater than 5 acres and likely to develop in the future, or are on properties where the property owner has indicated a willingness to talk about a trail across their property. Please note that several agencies, such as the Atascadero State Hospital, various municipal utilities and Union Pacific are all noted as quasi-public agencies. Though preliminary talks occurred with these agencies, a great deal of additional work will be required in order to reach agreements of if these properties can be used in the future trail system.



# Cagliero Ranches, Inc.

8625 North River Road ■ Paso Robles, CA 93446  
Phone 805-467-3245 ■ Fax 805-467-2628

November 10, 2013

San Luis Obispo Council of Governments Board of Directors  
C/O Gisela Velazquez  
114 Marsh Street  
San Luis Obispo, CA 93401

Re: The Salinas River Trail Master Plan

Dear SLOCOG Board Members:

We are property owners along the Salinas River in your "Reach Six" Area. On our property that borders the Salinas River we operate an agricultural operation growing alfalfa and grain hay as well as wine grapes.

In examining the "All Potential and Preferred Trails and Trailheads: Reach 6" map in the "Recommendations" Section 4 of the Salinas River Trail Master Plan found on the website SalinasRiverTrail.com, there is a section of the Potential Trail that we strongly object. On page 2 of this letter we have included a map that has an area highlighted in a rectangle (#1) in which we are referring. This section of the proposed trail comes up from the river crosses from West to East through our residential yard, our heavy farm equipment storage area, and our barn yard using our private driveway. This equipment yard and barnyard area has heavy farm equipment and hay trucks moving in, out and around the area throughout the day, every day. Not only do we want to prohibit any sort of additional traffic, foot or otherwise, we do not feel it would be a safe for those using the trail because of the heavy equipment and hay trucks that currently use this area and our driveway. At some times of the year we have stacks of hay not only in our barns at this location, but out in the open throughout this area. We have had stacks of hay fall and this would be dangerous to anyone that was walking near the hay. We also do not want the public to have access to our property that includes our equipment, our inventory of hay, and our residential home at that location. We will use any means legally available to us to prohibit people trespassing across our property and our farming operation.

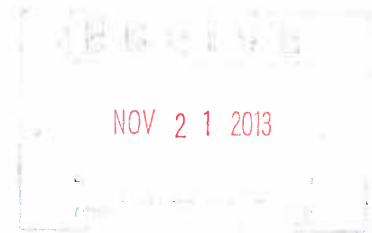
Additionally the area on page 2 of this letter, on the map that is highlighted with an oval (#2) shows a potential trail that is either very close or encroaching onto our farm fields. We are opposed to any trail that infringes on our farm fields and the "right to farm" our property. We also feel that having the trail closely border our farm fields is hazardous to the trail users. In farming these fields we occasionally spray pesticides that are permitted and allowed by the county, that we apply within all regulations, but could still be toxic if a trail user were to be exposed to the spray while on our property. We feel that this is a conflict and an unsafe condition that you could be exposing the trail users as well as exposing us to litigation. Again we will use any means legally available to us to prohibit people from trespassing on our property and farming operation.

We respectfully ask that you do not include these sections of our property as trails. Should you have any questions we would be happy to discuss our concerns, we can be contacted at 805-467-3245.

Sincerely,



Jon and Samantha Cagliero



THE GIFFORD FAMILY  
13505 Chispa Road  
Atascadero, CA 93422  
November 8, 2013

RECEIVED

NOV - 8 2013

Board of Supervisors  
San Luis Obispo County

San Luis Obispo Council of Governments  
Attention: Geiska Velasquez

Dear Ms. Velasquez:

Elbert & Wanda Gifford married after "Giff" served in World War II. They labored diligently toward their goal to establish a business in order to provide for their family. After years of hard work and prudent management they were able to purchase a ranch in Atascadero and eventually built a home on the property. Giff and Wanda recently celebrated their 65<sup>th</sup> Wedding Anniversary in their home on Chispa Road.

After establishing this home, the flood of '69 washed out the bridge to the ranch. SLO County was then quick to confirm the bridge was private property and Giff & Wanda rebuilt the bridge exclusively with their private funds. Since that time, neighbors have also purchased property on Chispa Road and have shared in the expense of maintaining the bridge crossing on our property with access to their homes. At no time has SLO County offered assistance of any kind to maintain our private bridge.

We attended the Atascadero City Counsel meeting and appreciated hearing the SLOCOG representative acknowledge the verity that private property is irrefutably private. Our ranch land on both sides of Chispa Road is not a parking lot, nor is it a tourist attraction. It is not for sale and it is certainly not up for grabs. It is space for our crops and gardens, grazing land for our livestock, developed as our family home site with our patios and landscape to enjoy as our home.

Because it is indeed private property the decision regarding the use of our ranch is wholly ours, and we do not now nor will we ever allow public access to neither the bridge nor any part of the property on Chispa Road and the acreage beyond the bridge. We are unified as a family with our community of neighbors, unwavering in our resolve and will absolutely never give public access to our property for the proposed trail. Chispa Road is assuredly not available.

Respectfully,



Elbert & Wanda Gifford  
James Gifford  
Karen Gifford



Arnold

RECEIVED

November 8, 2013

NOV 12 2013

Board of Supervisors  
San Luis Obispo County

Carol Nickless  
12455 Chia Lane  
Atascadero, CA 93422

Dear San Luis Obispo Council of Governments,

I am writing to express my disapproval of use of my private property to access the proposed Salinas river trail system.

I came to love the central coast when I attended Cal Poly many years ago and finally moved here from San Diego one year ago. I love the beauty and serenity that my property affords.

Because my property extends to the middle of the Salinas riverbed, I contacted the State's Department of Fish and Game and had an initial site survey done before initiating any work on my land. I was aware of their jurisdiction related to the river and wanted to comply.

I was shocked to experience trespassing across my property among horseback riders and off roaders. I find the off road activity especially offensive. I contacted the sheriff as well as the local Fish and Game warden and learned that they are essentially unable to manage trespassing despite governing laws. I have adopted their recommendations of posting signs and erecting fencing. My fields have been tilled and cultivated since moving here.

I absolutely oppose increased traffic through by back yard. If the sheriff and game warden are unable to manage current trespassing how will any other authority do so?

I paid handsomely to purchase my property and continue to pay high property taxes. I believe that the public should utilize public lands for recreation and support that use. Sadly, many of our public lands aren't utilized due to budgetary constraints. How can we adopt new projects such as this proposed Salinas river trail system when we can't afford to manage the recreational lands that we already have?

Thank you for your consideration,



Carol Nickless

Slocog

Attn: Geiska Velasquez

We would appreciate your help to protect our private property and tax dollars. The recent Salinas River Trails; has hiking trails on or near private property. Residents at the end of Chispa Rd. are unanimous about keeping our ~~private property private~~. We moved to secluded acreage to peacefully raise our animals and plant our gardens; not to be a community host for hikers. Our gardens will be pilfered, fences will be destroyed. Both domestic and wild animals will be disturbed. Please remove Chispa Rd. /Chia Ln. from the proposed map.

Potential liability has to be in the millions of dollars. People often have the need to stick their hand over or thru a fence to console a barking dog; bites are sure to happen. People often succumb to the soft brown eyes of a cow or horse and get a severe head butt. Wildlife may attack; deer, coyotes, fox, mountain lions, and snakes live in the area. Rarely, we get to see a bald eagle.

Trash will be left behind. In the past 30 years, we have received; kittens in a suitcase, organ, camper, dead sheep, car battery, used motor oil, tires, and shotgun shells.

River trails will be subject to annual washout; the river isn't always dry. I have watched trees as big as telephone poles speed down the river taking down fences. The annual cost to taxpayers for trail maintenance will be very high.

Thank you

George and Magda Hornberger

*George + Magda Hornberger 11/9/13*  
14155 Chispa rd.

Atascadero, Ca. 93422 805-466-0433

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NOV - 8 2013

Jerry Taft  
10125 Santa Clara Rd  
Atascadero, Ca 93422

Board of Supervisors  
San Luis Obispo County

November 2, 2013

SLOCOG  
Attn: Geiska Velasquez

Regarding: The Salinas River Trail Project Proposal

I own a portion of Chia Lane and that portion of the Salinas River where SLOCOG plans on creating the Salinas River Trail.

My house that is just a few yards from the proposed trail and my barn which sits along the Salinas would be very susceptible to vandalism and theft. I have on a few occasions, caught people camping and having fires in the river and had to run them out. I've had people on horseback come out of the river and ride into my barn just out of curiosity! This trail will create a huge problem in our lives. Our rights to privacy and a sense of security would be forever gone if the Salinas River Trail were to go through our land. My wife and I along with our neighbors find it a very important need for SLOCOG to find another route around us to prevent this very negative affect in our lives.

Regards,

Jerry and Glenda Taft





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NOV - 8 2013

November 5th, 2013

SLOCOG

Board of Supervisors  
San Luis Obispo County

Attn: Geiska Velasquez

To whom it may concern:

I am writing to voice my concerns over the proposed Salinas River Trail. My husband and I have owned property on the Santa Margarita Creek for over 25 years. We have since moved to Paso Robles, and our son and his wife now live in our former home. During the 25 years that we lived there, and in the four years that my son has been a resident, we have continually seen abuses of our private property. Our property line extends to the far bank of the creek and many times trespassers have been down in our portion of the creek, climbing our bank and continually scaring our goats, horses and dogs whose pastures extend to our fence line. In our case, the abuse was minimal but the trash that was left behind was unforgiveable. Our next door neighbors to the south have had the most abuse. They were an elderly couple (the husband passed away a few years ago) and they have felt frustrated and abused by the trespassers. Although their property along the creek is fenced and clearly marked for no trespassing, every warm afternoon both kids and adults would hang out in the creek. They even went as far as to hang a rope swing from our neighbor's tree. Over the years, the amount of broken beer bottles and fast food garbage that was left behind was disgusting. There was continual acts of grafitti on the bridge and waste and trash everywhere. Our neighbor has called the Sheriff Department routinely, however, we would only see a deputy do a drive by once every few weeks. Even then, the trespassers would return as soon as the deputy moved on. Unfortunately, this abuse of private property even resulted in the death of an adult who fell and hit his head in the creek. After the death, the trespassing has continued again at the risk of lawsuit or worse for our neighbor.

The proposal of the Salinas Trail is another example of abuse of private property. However, it is even more outlandish because it is being endorsed by some in our local government. Where will these officials be when these property owners have to continually call the Sheriff to report abuse of their animals, trash left behind and the risk of someone being injured or killed on their land.

I strongly urge SLOCOG to seriously consider the horrible risk that they are extending toward these private property owners along the Salinas River Trail. The unfairness of giving up their property and risking the safety of their animals is definitely not worth another hiking trail in our county.

Sincerely,

A handwritten signature in dark ink, appearing to read "Patricia Hoover". The signature is fluid and cursive, with the first name being more prominent.

Patricia Hoover



**MITCH VIEIRA PLUMBING**  
COMMERCIAL & RESIDENTIAL SERVICE  
14021 CHISPA ROAD  
ATASCADERO, CALIFORNIA 93422  
CA LIC. #432746  
(805) 466-6367

RECEIVED

NOV - 8 2013

Board of Supervisors  
San Luis Obispo County

Nov. 1, 2013

SLOCOG  
Attn: Geiska Velasquez

My husband and I own two pieces of land at the north end of Chispa Road in Atascadero, the first purchased in 1988. We built our home and have lived on Chispa since 1992. We love our home and the privacy a dead end road provides.

The SLOCOG Salinas River Trail proposal is **very** upsetting to us as property owners. The proposed maps show trails surrounding both of our rural properties, through the creek bed as well as in front of our home, down our private road and across our private bridge.

San Luis Obispo County maintains Chispa Road until it dead ends. From there, four private property owners, our neighbors and we, then maintain both the private bridge and gravel roads that access our properties over the bridge. Over the years we have spent thousands of dollars to maintain our private bridge and roads. This route will NOT ever be a feasible option for the Salinas River Trail. Never.

The creek that runs behind our two properties is a parcel of land owned by our neighbor. It is full of wildlife and vegetation that should not be disturbed by public trails. We would risk theft, trash and trespassers as well as constant disturbance to our animals and our privacy if you allow access through the creek. On wet years, erosion has taken much of the gentle sloping banks, leaving sheer drops into the creek bed below. This route will NOT ever be a feasible option for the Salinas River Trail.

Please reconsider another access into the Salinas River, an already public access. The private properties that you flamboyantly drew your trail lines through at Chispa Road are NOT an option. Not now. Not ever.

Sincerely,

*Mitchell J. Vieira*  
*Rosalind M. Vieira*  
Mitchell J. Vieira  
Rosalind M. Vieira

“Government has no other end, but the preservation of property.”

John Locke

Jim and Nancy Thompson

11705 Salinas Road

Atascadero, CA 93422

November 12, 2013

To: SLOCOG

Re: Proposed Salinas River Trail

While we appreciate the efforts to preserve PUBLIC land and create trails for people to enjoy, we are quite displeased, and frankly were shocked, to learn of the proposed Salinas River Trail that encroaches on our private property. No notifications of this project were ever sent to us and we had to learn about it from our neighbors. This is a gross abuse of political power and infringes on individual property rights.

In the past 30 years that we have lived on Salinas Road in Atascadero, we've had to deal with fires in the riverbed, damage and noise caused by motorcycles, trash left behind from trespassers, and so forth. Opening private land to public use is not only a nuisance, it is dangerous.

We sincerely hope that those involved in this project will consider alternative routes on public land if this is to go forward.

Jim and Nancy Thompson

Cc: Supervisor Debbie Arnold

Mitch and Rosalind Vieira



SLOCOG  
Attn: Geiska Velasquez

November 8, 2013

C/O Debbie Arnold, Dist 5 Supervisor  
1055 Monterey Street, Ste D430  
San Luis Obispo, CA 93408

**RECEIVED**

NOV 15 2013

Re: Salinas River Trail – Chispa Road Option

Board of Supervisors  
San Luis Obispo County

SLOCOG,

I am writing to request that SLOCOG and all persons involved in the planning of the Salinas River Trail eliminate from the plan the Chispa Road/Chia Lane option. This option has no access to public land and encourages trespass.

I enjoy the outdoors, and like the effort San Luis Obispo County and its cities put into developing outdoor recreational venues. However, I do respect and support the rights of private property owners, and I believe all efforts to develop outdoor recreation must respect those rights. The Salinas River Trail as proposed for Chispa Road and Chia Lane places the trail on several private land parcels. In some cases, the trail is shown on driveways and passes within a few feet of existing residences.

Chispa Road is a short dead-end public street (country road). It has no outlet and is bound by private property. Why would any planning organization draw a public trail down this street and across these private properties that border the street? Not just one private property, but several private properties - both small parcels of land as well as large parcels of land.

When a representative of the Trail plan was questioned recently at a public meeting regarding the private property issues related to the Chispa Road/Chia Lane option, the response was “not to worry, that part of the Trail will likely never be built”. That is not an acceptable answer. The Trail should not be planned to exist on private property, period.

There is already a trespass problem on Asuncion Road and Chispa Road. The County Sheriff has difficulty responding to the existing problems. The Trail Plan with its line showing the Chispa Road/Chia Lane route encourages additional trespass. People assume that if the trail route is shown on a map, then a right to follow that route exists. This fact was also confirmed at a recent public meeting in Atascadero. For this reason, as well as there is no outlet to Chispa Road, the Trail Plan must be changed.

The Trail Plan has a trail drawn on several private properties along Chispa Road and Chia Lane. This potential trail has a negative effect on property values and must be disclosed in real estate transactions. A different Trail route that does not cross private properties must be planned, and the current proposed route removed from maps and drawings.

Please respect the rights of property owners. Many years ago we chose a smaller house so we could have a larger property, and privacy. If people choose to live in the city, we respect their choice and their property rights. Please do the same for those of us who chose to live in the country. If you would like to discuss this matter in person, or have questions, do not hesitate to call.

Sincerely,

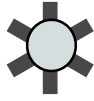


Chester Voss

14855 Chispa Road

Atascadero, CA 93422

805-550-3582



Charles and Tamara Kleemann  
P.O. Box 60  
Santa Margarita, Ca. 93453

T 805.305.5495  
C 805.441.0229  
kleemann@slonet.org

December 3, 2012

To: San Luis Obispo Council of Governments

Re: Salinas River Trail Draft Master Plan

We reside on a parcel east of Santa Margarita. The Salinas River flows through this parcel and through our life, immeasurably enhancing the quality of both. The scenic location on the river is what initially drew us to purchase this land. The river has steadily delivered complex and ever changing layers over time, providing a level of intrigue that has forged a deep and personal connection over many years.

As stakeholders in the health of the Salinas River, we understand how valuable long range planning and creating awareness through education are to the entirety of a critically important watershed and wildlife corridor. Accordingly, we are very appreciative of the comprehensive study and planning efforts that have been put into the Salinas River Trail Draft Master Plan.

The Salinas River is the central coast's largest river and is the fourth largest watershed in California. The educational value of providing opportunity to experience the river and learn of the inter-connected importance to the health of our north county communities should not be under-estimated. To begin to understand the river is to begin to understand how fragile it is, and how seemingly disconnected actions can detrimentally alter that fragile balance. The Salinas River has been designated by The California State Water Resources Control Board as one of the most critical watersheds in California due to degrading habitat and non-point pollution impacts on water quality. The Salinas River provides more than just a metaphorical connection between North County communities, and we support a perspective understanding of the role the Trail Plan could ultimately play in connecting these communities on a variety of levels.

Please consider the following specific comments regarding the Plan as currently drafted:

- The entire community of Santa Margarita needs to be safely connected to the trail. The Elementary School, The Community Park, and the entire south side of El Camino Real should be connected to the trail by a safe crossing at El Camino Real. We agree with the comments of Margarita Proud and others regarding the applicability of the Santa Margarita Design Plan in achieving this.





December 2, 2013

To: San Luis Obispo Council of Governments

**RE: Salinas River Trail Master Plan - Draft Master Plan Comments**

Margarita Proud is a non-profit organization dedicated to the future livability, rural quality, and safety in and around Santa Margarita, Ca. The Salinas River plays a key role in the future health of our entire community. We advocate and promote responsible stewardship of the Salinas Watershed, responsible use of our natural resources, and for implementation of responsible planning principles that result in economic and aesthetic well-being for the entire community.

Margarita Proud is, in general, very supportive of the Vision, Principles, Goals, and Objectives as presented within the Draft Master Plan. The comments submitted focus in and around the Santa Margarita area, but could be applied generally to other areas. Our hope is that our comments provide a beneficial contribution to the process and ultimately the realization of the plan.

**Comments RE: Reach 1 - Santa Margarita to Garden Farms**

**Inclusion of Hwy 58 Crossing in Santa Margarita**

1. A reliable and safe crossing connecting Santa Margarita from either side of El Camino Real is an essential component necessary to make the trail useful for both visitors and local residents. The Salinas River Trail as currently proposed:

- excludes far more than half of the town of Santa Margarita from safe access.
- does not provide a safe way for school children desiring to utilize the trail to walk or bicycle to school (cross El Camino) from Margarita Farms, Garden Farms, or Santa Margarita. This under-utilizes the potential of such a trail corridor, and potentially diminishes the support needed from local residents.
- excludes Santa Margarita Community Park (a popular gathering place and staging area for many bicyclists) from having a safe and reliable connection to the trail.

2. [The Santa Margarita Design Plan](#) provides a framework developed through public meetings and workshops. It conveys a community consensus about a vision for Santa Margarita that includes design standards and guidelines. The essence of the vision, that was subsequently included in the Salinas River Area Plan, is to “make this town more of a town and less of a bedroom community”. Improving pedestrian safety and linking open spaces are among the key elements addressed and would seem directly applicable to the Salinas River Trail Plan.

3. MP [Figure SRMTP-01](#) (attached at end of document) is an aerial view of the area described above. This figure is important to explore and develop if the overall vision and objectives are to be achieved as envisioned:

- El Camino Real is too wide, and traffic is moving too fast for safe pedestrian crossings. Speed limit is 55 m.p.h. on portions of El Camino Real.
- Because a trail contributes to the success of the downtown by adding pedestrian traffic, features that bring pedestrians closer to each side of the street are beneficial and necessary.
- Large trucks associated with current and proposed extractive uses magnify the physical deficiencies existing on El Camino through the downtown area. This heightens the need to create safe crosswalks as outlined in the Santa Margarita Design Plan. Crosswalks at several locations is preferable, but one at Encina Avenue could be the most economically achievable due to its close proximity to other enhancements existing within the Design Plan.

4. Criteria found within the San Luis Obispo County Parks and Recreation Element; “*County Parks shall consider as the highest priority those trail projects which; 2) Connect urban communities or provide access to recreation areas, 4) Will be popular due to their length and location, 5) Offer alternative transportation, 6) Solve a safety concern*”<sup>1</sup> These appear to be relevant and applicable to this situation, thus supporting consideration of this component as high priority.

### **Potential SRT Staging Areas**

1. Potential staging areas need to be carefully considered. Potential SRT - Reach 1 staging areas:

- the north side of Yerba Buena Avenue at the entrance to SMR is limited and would affect residential parking availability due to its location within a neighborhood.
- on the opposite side of El Camino Real from the trail as currently proposed lack accommodations for pedestrians and bicyclists to safely cross El Camino Real (refer to our comments at #3 above).

---

<sup>1</sup> Parks and Recreation Element, Policies 3.7.2,4,5,and 6 within Objective C - Trails

- potentially overlooks an area where more appropriate staging may exist. A number of lots exist in the area of town illustrated below (Encina Avenue and H Street). These parcels are adjacent and nearby to a county park, and could provide easy access onto Encina Avenue, the most obvious place for a safe crosswalk at El Camino Real. Additional benefits to this location include parking supportive of downtown businesses and the Regional Transit Authority's bus line.

Potential SRT staging locations on east and west side of Encina Avenue south of El Camino Real.



## Comments RE: Planning Desirable Long Term Alignments for Santa Margarita Area

### **Inclusion of Future Salinas River Trail Corridor**

1. Areas east of Reach 1, as currently mapped, include the Salinas River, an area deserving consideration for future inclusion.
2. Current opportunities appear to exist to acquire trail easements at least as far as the old bridge at Hwy. 58.
3. Two quarry applications are currently being processed by the San Luis Obispo County Department of Planning and Building within this immediate region. Seeking trail easements is an obvious and reasonable request as part of such proposals.

- The **Hanson Aggregate Mid-Pacific Proposal** (DRC2011-00098 and DRC2011-00098) is an application for a Conditional Use Permit (CUP) and Reclamation Plan for the expansion of an existing quarry. A Draft Environmental Impact Report (DEIR) is currently being prepared. The proposal includes Assessor's Parcel Numbers 070-091-037, 070-121-021, 070-131-003, 070-131-018, 070-131-022, 070-141-006, 070-141-054 and 070-154-033. Worthy of consideration is that in addition to the parcels proposed within the application for expansion,



- there are numerous adjacent and surrounding parcels bordering the river that are owned either by Hanson or parties affiliated with the proposal. Some of these parcels are 070-141-053, 070-141-072, 070-141-008, 070-131-020, and 070-154-033. When viewed cumulatively, these parcels may have potential to complete a substantial portion of a river trail reaching from El Camino Real very nearly to Hwy. 58.

- **The Oster/Las Pilitas Resources Proposal (DRC2009-00025)** is an application for a Conditional Use Permit (CUP) and Reclamation Plan to operate a new aggregate quarry and asphalt and concrete crushing facility. Currently, the lead agency, San Luis Obispo County Department of Planning and Building is in the process of preparing response to a large number of comments submitted regarding the DEIR prepared by the URS Corporation. The proposed site includes Assessor's Parcel Numbers 070-141-070 and 070-141-071. The river flows through the southern portion of parcel 070-141-070. While an approval or denial of this proposal has not been determined, the opportunity to achieve a trail easement should not be overlooked at this time.

4. Several contiguous private property owners adjacent to the Oster/Las Pilitas Proposal have expressed preliminary interest in participating in this reach in some manner:

- The owners of 070-054-032 have interest in the educational value of the Salinas River and are receptive in planning for certain uses for trail alignments through this portion of the Salinas. The river frontage on this parcel connects to the historic 1914 bridge, a logical destination from El Camino Real.

- At least one other adjacent parcel owner has also expressed preliminary interest in participating.

- Additionally, other trail projects have demonstrated that participation by private property owners fosters participation by more private property owners as initial fear is replaced by an understanding of the conditions and benefits.

5. The future trail alignment potential presented creates opportunity worthy of exploration. It would seem short-sighted to not include at least the portion of the river where current project proposals, requiring discretionary permitting, and private property owners contiguous to those proposals present immediate opportunity. This reach would also have more than purely recreational benefit by providing a safe corridor for rural residents to bicycle into Santa Margarita. As one of only two areas identified within the Las Pilitas Area Plan as being within the land use category Residential Rural (RR), the Parkhill Road area contains a concentration of rural residents that would greatly benefit from such a corridor.

6. The potential beyond the historic 1914 bridge also seems reasonable to consider. Participation by a few private property owners often encourages others to follow suit. (see photo below 7)

7. MP Figure SRMTP-02, and 03 (attached at end of document) are partial aerial representations of the areas described above. The conceptual pathways (in orange) represent just a few of the many options that appear to exist.



Historic 1914 Truss Bridge - Structure 40-106 - (Salinas River @ Old Hwy. 58)

### **Comments RE: Appendix H - Funding Opportunities**

Development Impacts Fees (H.3.2) is somewhat vague and lacks methodology to guarantee that this critical component occurs. Developers and project applicants seeking permits discretionary in nature (where entitlements are being created) need to pay their fair share to mitigate impacts created. Identification of more detailed and specific criteria would help to assure not only that development impact fees are applied uniformly proportional, but in fact reliably occur.

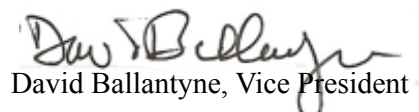
### **General Comments**

- A large part of responsible stewardship is water quality and quantity of the Salinas River. We are supportive and appreciative of this shared goal. Developing more detailed language that includes an educational component built into the guiding principles could help ensure that this focus is maintained through the generations.

- We support the concept of connecting people and history. Here again, more detailed language that includes, as part of the guiding principles, an educational component connecting the Salinas River to the context of it's surroundings, it's role in the health of water resources, etc. may help to strengthen and ensure implementation of the vision.
- As individual trail sections plans are developed, consideration of sensitive areas such as more remote wildlife corridors and areas immediately adjacent to the river should include specific guidelines that limit types of uses. Potentially, some of the more remote and sensitive future trail alignments may only be appropriate for guided access similar to the Point Buchon and Pecho Coast Trails. Additionally, developing more detailed guidelines and limitations may help alleviate fear on the part of some private property owners.
- Identifying, studying, and incorporating the interconnectedness between the different components of our planned environments (both natural and man-made) ultimately benefits everyone.
- We believe the unique character and beauty of the Santa Margarita area make it worthy of the effort and thoughtful planning necessary to help shape a future that includes preserving our rural character, quality of life, and safety.

Thank you for your consideration of our comments,  
Margarita Proud Board of Directors

  
Roy Reeves, President

  
David Ballantyne, Vice President

  
Rayleen Wight, Secretary

  
Tamara Kleemann, Treasurer

  
Thomas Smith

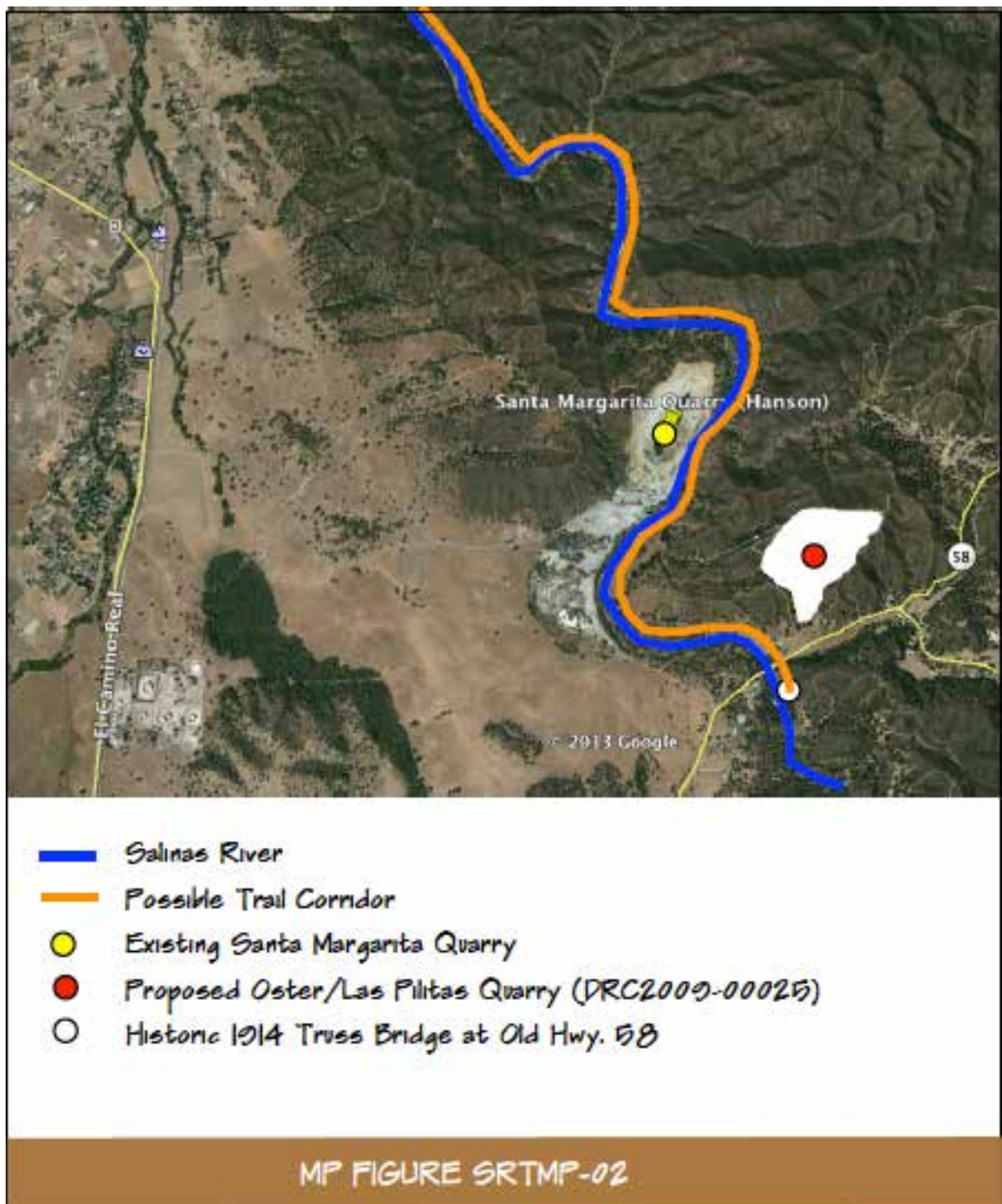
**Attachments:** MP Figures SRMTP01 thru SRMTP03 on pages following:





- Portion of trail as depicted in Draft Master Plan
- - - Pathway to south side of town, Community Park, Elementary School, etc.
- Hwy. 58 crossing at Encina Avenue within area of traffic calming
- Santa Margarita Community Park
- Future Site of Santa Margarita Community Church
- Santa Margarita Elementary School

MP FIGURE SRTMP-01











# CITY OF ATASCADERO

## COMMUNITY DEVELOPMENT DEPARTMENT

November 26, 2013

SLOCOG  
Attn: Geiska Velasquez  
1114 Marsh St.  
San Luis Obispo, CA 93401

**RE: North County Salinas River Trail Master Plan  
City of Atascadero Review of Draft Plan**

Dear Ms. Velasquez:

Thank you for the opportunity to collaborate with SLOCOG on the North County Salinas River Trail Master Plan.

The Atascadero City Council reviewed the Draft Trail Master Plan at publicly noticed meetings on October 22 and November 12, 2013. The City Council voted 4-0 to support SLOCOG's adoption of the North County Salinas River Trail Master Plan, with inclusion of the following:

1. The connection between northern Atascadero and Templeton should be expedited for implementation and construction. This connection between communities is vital link for the overall project and would provide regional off-highway connectivity.
2. The City Council emphatically recommends the removal of trails proposed on private property from the plan. These trail routes should be relocated to land within public ownership, or to land with a willing property owner. Sections identified on the preferred route within Atascadero's City limits which are recommended to be relocated include:
  - APN 045-311-003 & 002: Reroute trail to surface streets (Santa Barbara Road & Alondra Road) then through the Las Lomas trail system to connect back to Halcon Road.
  - APN 028-401-002: Move trail route slightly to the east (to the Wranglerette property) to avoid the private residential lot.
  - River Gardens: Avoid the eight (8) private residential properties by rerouting this section of trail through Buena Avenue to Sycamore Road, and then back to the Anza Trail through 028-021-025 at the existing AMWC owned Anza Trail access point.



**CITY OF ATASCADERO**  
**COMMUNITY DEVELOPMENT DEPARTMENT**

November 26, 2013  
Page 2 of 2

- Remove any existing or proposed trails identified on The Lakes property. This is a gated community; trail connections to this private property should not be shown on Salinas River Trail Master Plan in order to make it clear that these are not public trails.
  - Privately owned properties which have existing public trail agreements or communications that show the owner is agreeable to providing public trails should be left as identified on the Draft Trail Master Plan. This would include properties such as the Wranglerettes (028-401-001) or the existing public trails located in public access easements of the Las Lomas and De Anza developments (045-311-009 and 049-043-003).
3. Include local loops from the Salinas River Trail for historical or educational destinations, such as Stadium Park and the winery loop on Templeton Road.
  4. Consider moving the trail off Curbaril Avenue and rerouting to Gabarda Road at the City owned wastewater treatment plant property. This would reduce vehicular conflicts that users would experience on Curbaril, and would eliminate the trail located on private property at APN 028-401-002.

Please contact me at 470-3488 or [wfrace@atascadero.org](mailto:wfrace@atascadero.org) if I can be of assistance or if you have questions regarding this letter.

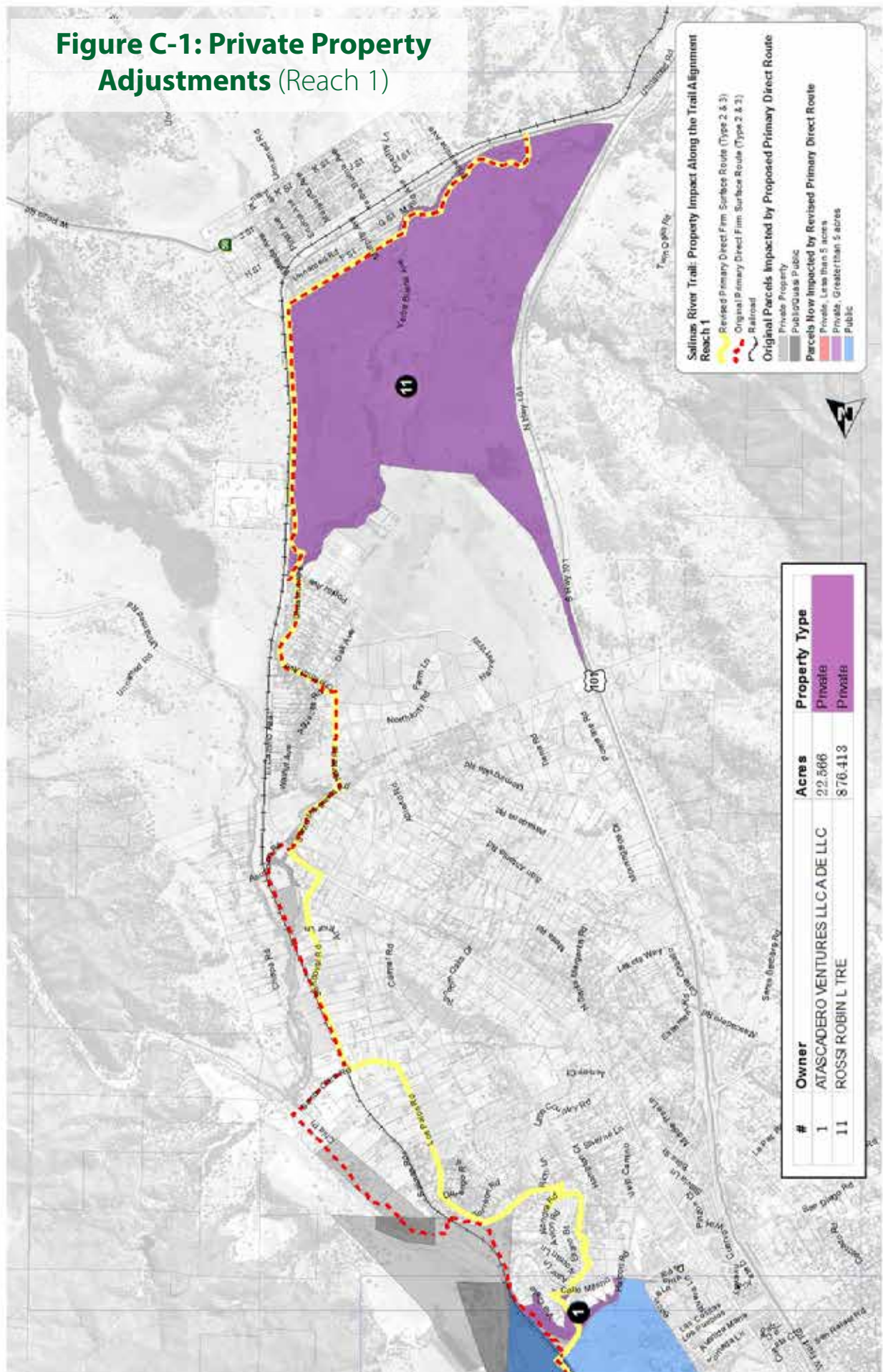
Sincerely,

A handwritten signature in black ink, appearing to read "Warren Frace", written over a horizontal line.

Warren Frace  
Community Development Director

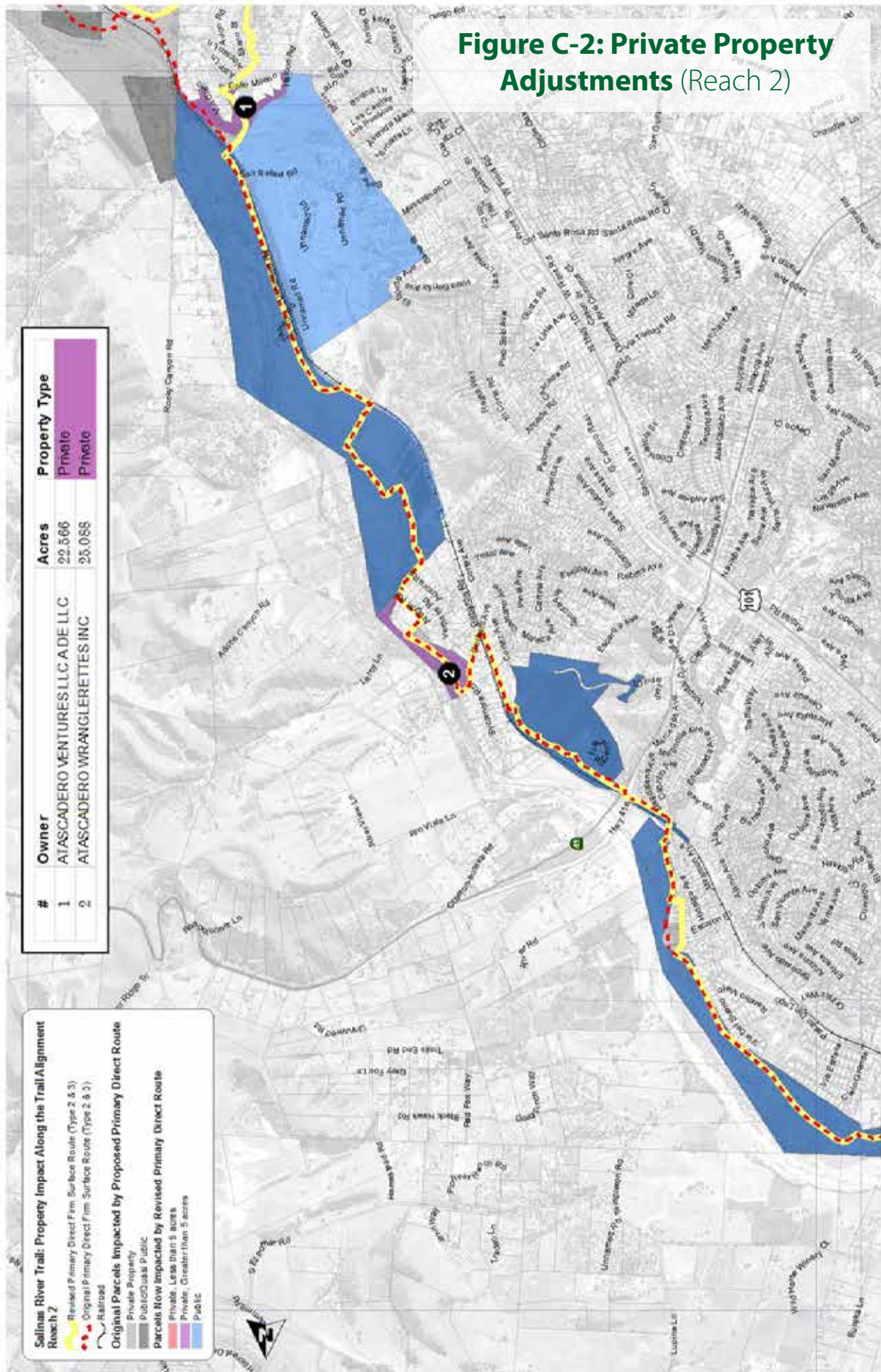
cc: R. Rickard  
M. Torgerson  
R. Thompson  
D. Athey  
C. Taylor

**Figure C-1: Private Property Adjustments** (Reach 1)



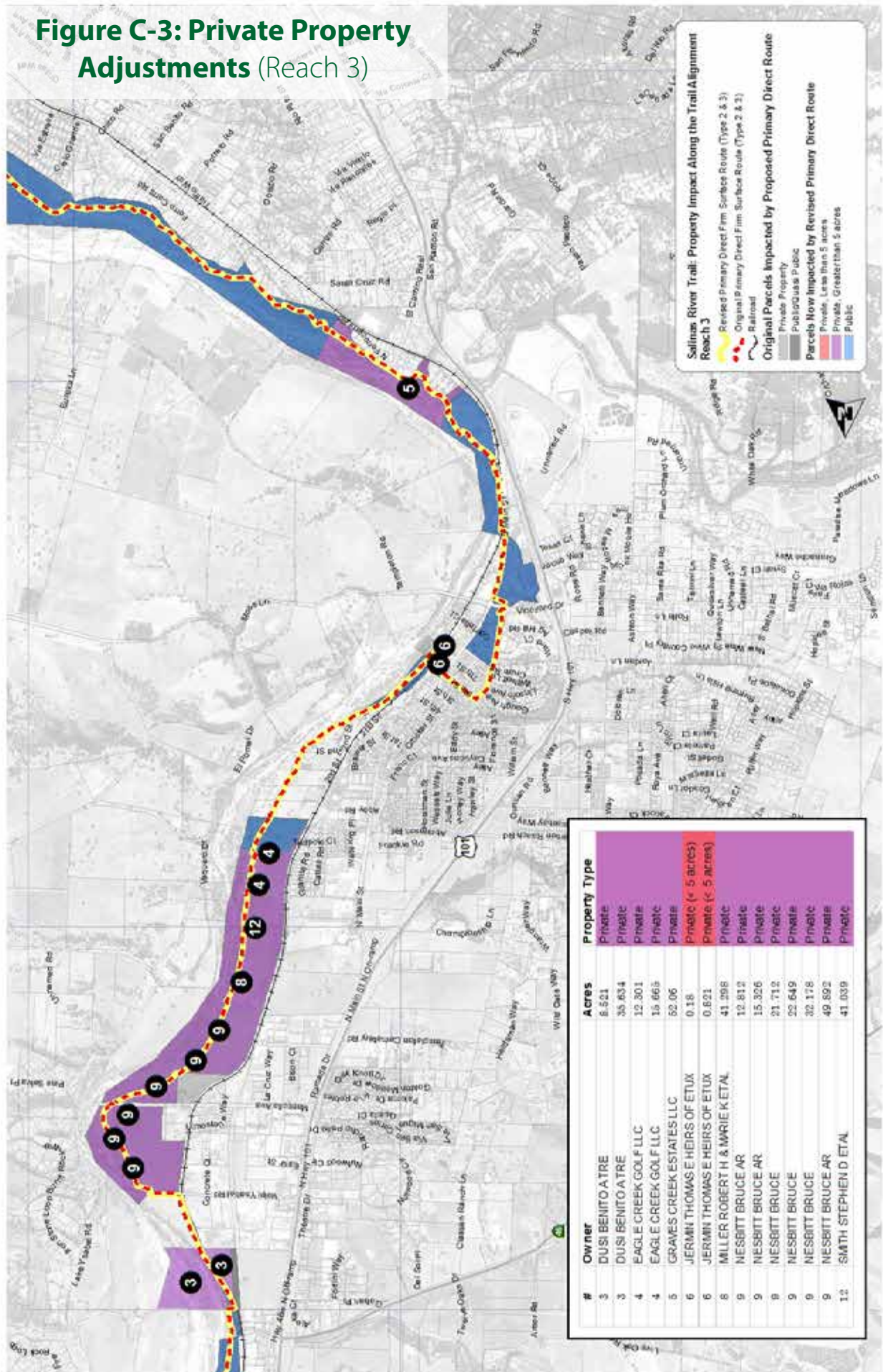


**Figure C-2: Private Property Adjustments (Reach 2)**





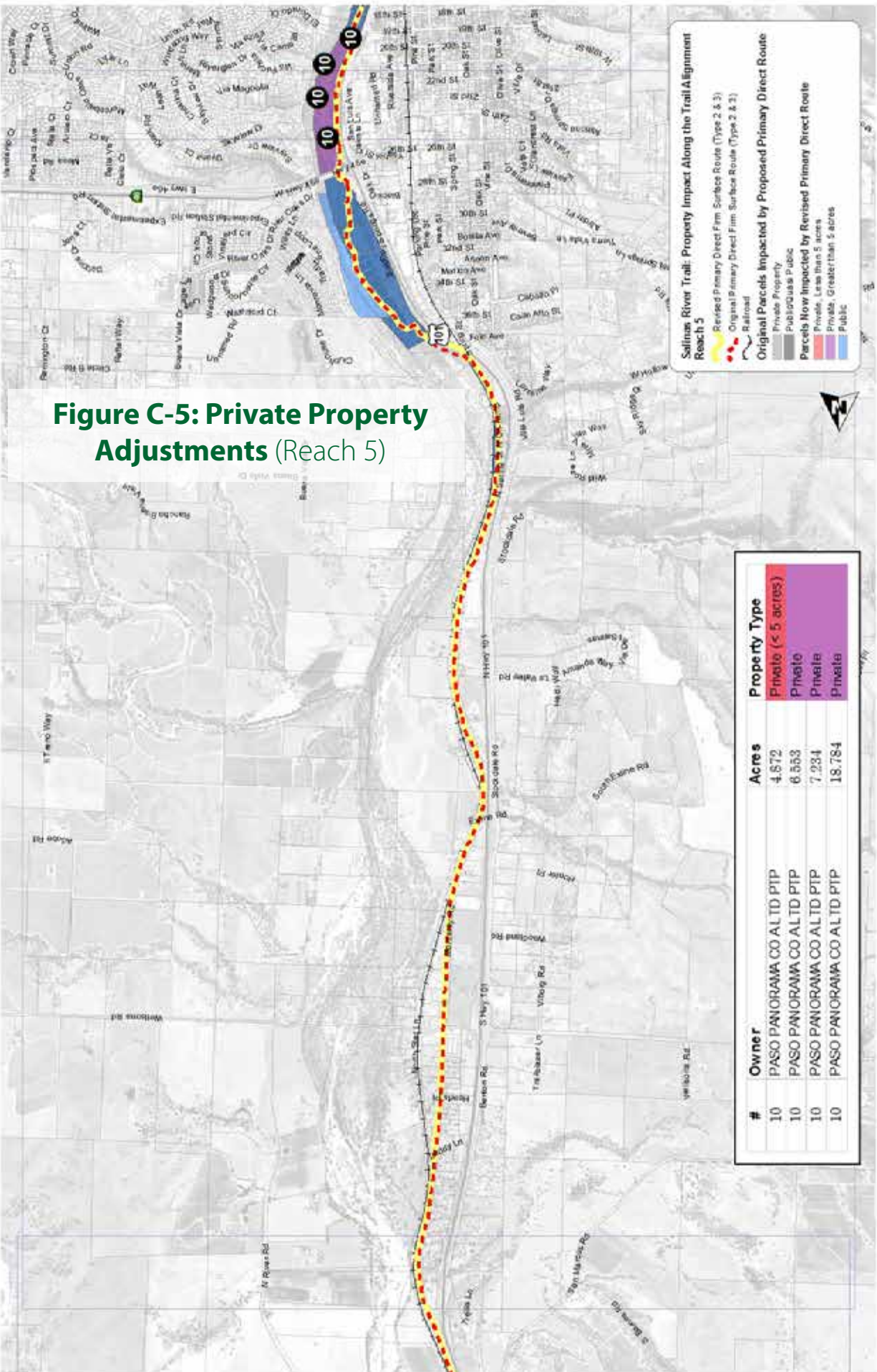
**Figure C-3: Private Property Adjustments (Reach 3)**





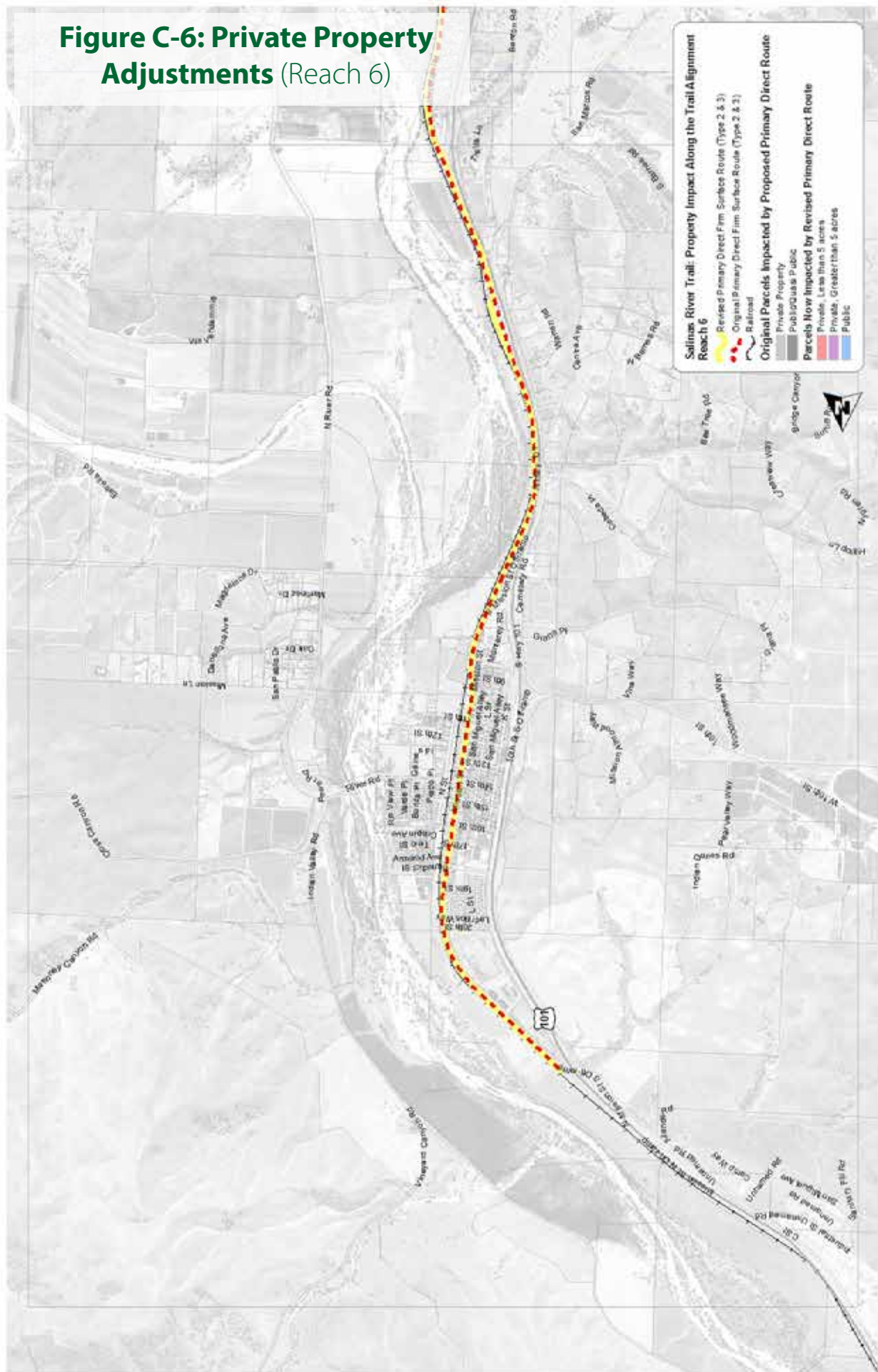






**Figure C-5: Private Property Adjustments (Reach 5)**

**Figure C-6: Private Property Adjustments (Reach 6)**





# Salinas River Trail Master Plan



Meeting Notes

D





# Meeting Notes

## Stakeholder Interview Summary

### Specific Questions for Individuals

#### Your affiliation?

- Friends of Margarita Proud
- Central Coast Motorcycle Association
- Amigos De Anza
- Land Conservancy of San Luis Obispo County
- Upper Salinas Watershed Coalition
- Atascadero Mutual Water Company
- Los Padres National Forest
- Atascadero Association of Realtors
- Paso Robles Association of Realtors
- SLOCOG Citizen's Advisory Committee
- Native Plant and Audubon Society
- Northern Chumash Tribal Council
- Atascadero Back Country Horsemen
- SLO CO Trails Commission

#### How do you/your organization feel about the trail in general?

General support for all trails, especially Anza Trail. Want to see connections, diverse tourism, transportation and recreational opportunities, and opportunities for education on local culture, history and ecology.

#### What are the major issues we may face in developing alternative alignments for the trail(s)?

Stakeholders were generally concerned about private property owners' adversity to the plan, trail damage to flooding, how we will propose to cross the river at key locations, and how the trail will ultimately be funded and maintained.

#### What are some of the key issues you believe we may face in the outreach process?

- Private property rights
- Cost for trail development and maintenance. Need a foundation/fund
- Conflict of users (equestrian, versus cyclists, versus OHV)

#### What type of discussion/information would you like to see/hear at a public workshop for this project?

Educational information about how this plan is funded, trail benefits to public health, historical significance, greenhouse gas reduction, and impacts on economics and tourism.

#### General Questions for Trail Users if Applicable:

**Are you a current resident of Santa Margarita, Atascadero, Templeton, Paso Robles or San Miguel? If not where do you live?**

Various locations, primarily North County, but some organizations were represented by South County residents as well.

**How often do you use trails or open space areas surrounding? Daily? Couple times a week? Weekly? Monthly, less than six times per year?**

Generally weekly to monthly.

**If you use trails, what do you use them for? Hiking, off-road biking? Dog walking? Jogging? Bird watching, horse-back riding?**

All users were represented, but hiking and horse-back riding were predominant.

**If you do not use trails, why don't you? (trails are not dog friendly/trails are not easily accessible / trails are too isolated/not interested – I do other things / trails are too strenuous)**

Various responses, but stakeholders who were not frequent users were from other areas of the County.

**Can you identify any impediments in the execution of a community connector or local connector trails to date?**

Funding and private property owner opposition.



**How important are non-motorized off-road trails to you? (extremely important, very important/somewhat important/not important)**

Responses averaged 8 out of 10 on a scale of 1-10 (10 being extremely important, one being not important)

**Does your location have: enough non-motorized, off-road trails already, not enough trails, too many trails?**

North County is extremely underserved. Need a designated location for OHV use to reduce conflict.

**Do you support trails for shared, multiple use, like off-road biking, horseback riding, jogging and dog walking? If no, why not?**

It can work, but it depends on how wide the trail is going to be, or how many different surfaces/paths we can afford. A designated location for motorized vehicles should be identified in a future study to reduce conflict between users.

**Would you prefer trails to be designed for specific uses only, such as dogs only, horses only, off-road bicycles only?**

Multi-use would be wonderful. Ultimately, serious cyclists will use on-street routes and equestrians would love to have a separate trail that allows riverbed access.

**Should dogs be allowed off-leash and under voice control on trails? (on all trails/on fire roads only/nowhere on trails/leashed at all times on trails).**

No off-leash dogs under any circumstance!

**Are the trails maintained? If no, what areas need to be better maintained? (trails in open space areas/ trail access points in neighborhoods/trails in city parks/parking areas).**

Atascadero has moderate to low maintenance, while Paso Robles' trails are new. We'll see how Paso Robles' maintenance keeps up over time.

**How can the trail system be improved?**

Connectivity! Continuous connectivity and connectivity linking major destinations (schools, parks, neighborhoods and downtowns).

**Is the acquisition and construction of new trails a priority for your location? If yes, why?**

Gaps in areas where major connections are missed and high in demand should be prioritized (Between Paso Robles and Templeton, and between Templeton and Atascadero).

**What areas should the future trail avoid?**

Generally sensitive sites of cultural significance, sensitive vegetation or endangered wildlife areas

**What areas/amenities should the future trail take advantage of?**

Historically significant sites, culturally significant areas that wouldn't be disrupted.

**Do you have any input on future access points or staging areas?**

Templeton is missing connections with Paso Robles and Atascadero and could also benefit from a future staging areas because of its central location.

**General Comments:**

- Do not call this the De Anza Trail, but rather the Anza trail. That is historically accurate.
- Need to reach out to maintenance organizations to discuss maintenance: CCC, SLOpost, probation and community service organizations, Back Country Horseman, local dog groups, National Park Service
- County Park and Rec element focuses on the recreation component and looks to acquire land
- County Parks and Rec Element calls for Anza Trail on the west side and Salinas River Trail on east side
- County Parks and Rec Element also alludes to the effort of connecting Santa Margarita Lake to Nacimiento Lake
- Need to get input/representation from community service districts and advisory bodies (SMAC and TAG)
- Salinas River is an impaired waterway with critical issues with steelhead, which involves NOAH and Salinas River Coalition
- Can this effort be funded by environmental enhancement grants?



### Atascadero Ad Hoc Committee

Recommend Public Works discontinue truck traffic at equestrian staging area at Paloma. Perhaps have City post sign to prohibit truck use of arena parking and restrooms.

Recommend negotiating with Las Lomas to open to equestrian use.

Need to negotiate with State Hospital to find safe path on the hospital property away from the roadway. Long bed/heavy truck traffic is very dangerous.

Recommend Public Works send the State a letter asking to move the fence back (with some additional buffer) on Atascadero State Hospital property at Paloma.

Attempt to connect Cortez at the end of the cul-de-sac. Work with Union Pacific Railroad regarding bringing a trail property along their right-of-way parallel to tracks to connect.

Need to document and add segment at easement at Chico (next to Lakes Development in Atascadero) that City has on file. Easement is 20' wide and connects riverbed to Chico/Ferrocarril Rd by way of water company property.

Need unlocked gates at trailheads in Templeton so equestrians can get in and out of the riverbed.

Gate by Hoover's Beef Palace in Templeton is open only by appointment.

### California Department of State Hospitals

The State will be concerned about public safety and inmate control if the proposed routes go through their property. This is from the standpoint of a public member being exposed to an escapee or for the public to have access to an area that would help an escapee. Though the chance is very low that this would happen since it is a maximum security hospital, the chance is still there.

There is substantial land area around the hospital outside of the maximum security fence line. In fact, the area occupied by the City of Atascadero wastewater treatment plant, Heilmann Park and the Chalk Mountain Golf Course used to be hospital land that was exsented.

The lands to the east of the rail line are leased to an agricultural lease. The leasee has use of the two residences and the old barn. The periphery against the river is not used for agriculture, but it is somewhat unstable because of river flooding and river bank erosion. This lease is for five years, and is at least 2-3 years through the lease.

The property in general is supposed to go roughly to the center of the river, but the mapping indicates that it includes many portions of the east side bank as well. This may reflect the ever changing river centerline. Portions of the property have experienced bank collapse, which was eventually controlled by the rip rap placement.

The primary problem the project is facing is that the State Hospital area is so large, it is preventing routing through the area without it going onto State property. It may be possible to show a route along the eastern edge of the river, although this edge would be difficult to make work because of the alluvial plain nature of the area, the deep sand profiles and the private property issues on this side. It may also be possible to extend a bicycle-only facility around the western edge of the property. However, the hospital property goes all the way to El Camino Real, making this bike facility routing more suitable for the casual trail user, but not ideal based on safety, speed and traffic volume.



The discussion included the fact that the State of California offers many indemnification statutes for recreational and trail uses that would indemnify the Atascadero State Hospital and reduce its risks and potential liabilities. Not only do the private property statutes protect property owners very well, the specific state agency statutes are among the most protective in the nation.

There does not appear to be a minimum distance outside of the maximum security fencing. Heilmann Park is located very close to the maximum security fencing area. The concern on the east side of the property is that it is minimally fenced with a typical agricultural four strand barbed-wired fence that is very easy to get through. There does not appear to be much more of a fence along other edges of the hospital either.

In general, the hospital may be more accepting of a trail along the west edge of the river, rather than along the frontage road. However, a trail along the west edge might be difficult to get around the private residences under the lease.

The decisions to allow an access easement along this edge of the property would have to occur at the State Headquarter level. Persuasive discussion points might include:

- The project could provide additional fencing along the railroad row-of-way eastern edge that would help to increase security. This fencing could include camera systems. This edge is already a weak link for security, considering that the rail is a quick escape route, and the roadway, which is not difficult to access, could be used by a person to pick up an escapee. This issue could be reduced by providing a gate system that only allows trail users, but can be accessed for security. The trail users would provide an increased public eye on anything happening in this area. This, coupled with the security cameras and fencing, can increase security.
- As a good neighbor policy, the safety of these adjacent areas should not be ignored, but if the chances are very low for an escape, then scaring the public would not be in the best interests of public relations. A cooperative effort that provides a public benefit, while increasing security and safety, would be a win for all involved.
- Significant land areas exist around the hospital site. Some of this could be considered to be excess. If so, a trail easement could be part of any future development or land transfer agreement.
- A trail along the edge of the river with armoring to protect the trail could help to protect this edge of the property.
- A trail system between the western entrance area and El Camino Real may better address a western trail alignment. Something that goes from Paloma Creek Park, along the State boundary, back out to Los Pueblos, along El Camino Real, back along Musselman and to the Heilmann Park area could work.
- In addition to the state statutes, indemnification agreements could be structured. Apparently, it is not uncommon for adjacent property owners around a prison or State hospital maximum security area to sign indemnification letters.

## Union Pacific Railroad

UPRR does not allow other uses of its right-of-way, which is generally 50 feet on each side of the centerline.

UPRR would prefer that uses stay outside of a 100' safety zone on each side of its centerline to make sure that no public safety is threatened based on a potential derailment. (Note: there is flexibility in this condition, especially since UPRR has no land use jurisdiction and does not own or control this extra 50 feet).

UPRR is understanding of certain pinch points in the corridor where the 50 foot offset may be difficult to obtain and they are willing to talk with us on those points.

UPRR is not interested in the idea of sharing a maintenance road with a trail. They feel that their crews should not need to worry about trail user conflicts with their maintenance activities and that they need the ability to shut down and completely dominate the use of this maintenance road, as needed.

Current public right-of-way at-grade crossings will be acceptable to show trail crossings, but UPRR wants to make sure that if the trail utilizes these crossing points, they should have a paved walkway so that non-wheeled uses stay out of the roadway. If the grade crossing is a private property access, then the PUC and UPRR are not likely to allow this to be used as a crossing point. (Note: this may be negotiable in some manner, but it is more of a PUC issue than a UPRR issue.)

Below-grade crossings are allowable, though UPRR expressed concerns over increased vandalism, homelessness and arson. They are also concerned about falling debris, so an additional protection grate system may be required to reduce the chance of falling debris on potential trail users. (Note: UPRR recognized that the addition of a trail does not cause these problems, but may in fact help to deal with them. Fencing, increased public presence and improved access would all help to offset these concerns).

An above-grade crossing is allowed as long as it is 23'4" above the tracks and that support systems are outside of the 100 foot wide total right-of-way).

Safety improvements resulting from fencing and controlling crossing movements that encourages only safe crossings, were discussed and probably understood and supported by UPRR. However, their position on no use of right-of-way remains steadfast and would need strong justification, engineering and other information before allowing non-rail use of the right-of-way.





# Salinas River Trail Master Plan



Environmental Resource Analysis

E





# Environmental Resources Analysis

## E.1 Introduction

### E.1.1 Background

This analysis is intended to help guide future development of the Salinas River Trail Master Plan. The master plan will cover the 35 mile stretch of coast from the San Miguel to Santa Margarita. The long-term goal is to create:

- A continuous paved bicycle route along the river through the study area, ideally separated from roadways.
- A continuous pedestrian route along the river, paved or unpaved, depending on local conditions and preferences, that could potentially also accommodate “fat tire” bicycles, equestrians and dogs.
- Connecting trails to local destinations in support of a complete regional trail network.

This plan identifies specific trail projects that can be pursued near-term, and projects that will require more detailed studies, planning, and negotiations before an implementation process can begin. Where additional work is required to define the trail, specific parties, steps and responsibilities must be clearly identified, along with the funds and other resources that will be required to complete the steps.

### E.1.2 Project Description/Design Guidelines

Future projects will share some of the following characteristics:

Multi-use trails would generally conform to the Class I Bikeway standards in the California Department of Transportation (Caltrans) Highway Design Manual Chapter 1000 and require a minimum of 12 feet width of disturbance (a minimum two foot wide graded area adjacent to the pavement and an eight foot wide two-way bicycle path). The minimum paved width for a one-way bicycle path would be five feet, but these are rarely implemented. In most recent construction, paved width has been increased to 10 feet to accommodate high anticipated use and also to prevent pavement edge damage from maintenance and patrol vehicles.

Pedestrian and connecting trails would be approximately five feet wide and paved or constructed with decomposed granite or similar.

The depth of disturbance required for construction of trails would be approximately one foot. This allows for excavation and preparation of the subgrade for pavement.

Trails would not be proposed on private property unless the owner was willing to allow/provide access, as specified in County regulations.

Existing trails would be used to the maximum extent feasible. Development of individual projects identified in the master plan would occur over a relatively long period. Project start dates, construction schedules, etc., would be determined based on construction funding availability and after appropriate permits have been obtained. Specific funding for construction of individual projects has not been identified to date, and grants will likely be necessary for the construction phase. See Appendix G for cost estimates and Appendix H for funding details.

### E.1.3 Appendix Organization

This analysis considers constraints associated with agricultural, biological and cultural resources, potential geologic hazards and land use plans and policies.

The discussion for each of these resources includes a description of the methodology used to evaluate the constraints, existing conditions, the regulatory environment affecting the resources, a brief summary of the constraints and any recommendations that may reduce constraint effects on subsequent project implementation

No environmentally superior alignment is proposed as part of this analysis. The environmental constraints, when coupled with the economic and engineering constraints described in other documents, are intended to provide a basis for building consensus among all project stakeholders regarding the preferred alignment for subsequent projects.



## E.2 Agricultural Resources

This section identifies existing agricultural resources within the master plan corridor. It also identifies ways in which these resources may constrain individual projects and/or make any subsequent environmental review processes more challenging.

### E.2.1 Methodology

This section was prepared based primarily on information obtained from the County of San Luis Obispo (County) Interactive Geographic Information System (GIS) Mapping database, the *Conservation and Open Space Element* (COSE) of the County General Plan and publications from the County Department of Agriculture and California Farm Bureau. Existing agricultural resources and possible constraints within the corridor were refined through aerial photograph interpretations and site visits. For purposes of this analysis, important agricultural soils were identified consistent with the County's recently adopted COSE.

### E.2.2 Agricultural Resources

Most of the corridor's soils are of high quality. The protected valley and ample water allow for large scale development of intensive agricultural uses, such as orchards, berries and other fruits. Most crops grown in the valley are used to supplement cattle feed. The most typical uses are oat hay and irrigated pasture.

Most of the master plan corridor agricultural land is used for cattle grazing and row crops. Approximately 51 percent of land within the project corridor is within the agriculture land use category. Some of the land in the corridor is in agricultural preserve and subject to land conservation contracts. Generally, agricultural resources are consistent throughout the project corridor, but a brief summary of the resources by reach is provided.

#### Important Agricultural Soils

Soil characteristics are critical for agriculture. Soils, coupled with climatic conditions and the availability of water, largely determines whether agriculture is feasible and, if so, what kind of crops are possible.

High quality soils have few limitations that restrict their use and are typically used for vegetables, seed crops, orchards and other irrigated specialty crops and irrigated field crops. Less suitable soils and landforms have limitations that nearly preclude their use for commercial crop production. However, some grazing occurs on these lands.

In May 2010, the County adopted the COSE. In the *General Plan*, "Important Agricultural Soils" (those soils in the County particularly worthy of conservation and protection) are identified. These soils are defined specifically in the COSE Glossary and include Prime Farmland and Farmland of Statewide Importance.

Soils meeting the definition of "Other Productive Soils (Unique Farmland), and Highly Productive Rangeland Soils" were mapped in the COSE and are shown in Figures AG-1 through AG-5. County policy discourages the conversion of these soils to other uses or loss of these soils through erosion or other disturbances. Trail projects can result in direct conversion of soils (generally limited), but also indirectly result in a loss of soils if they split a parcel so that it makes agricultural production infeasible. For example, a trail project that bisects a large parcel in such a way that it cuts off a small piece has resulted in the conversion of that piece, effectively rendering it an "orphaned parcel."

#### Williamson Act Contracts

The *California Land Conservation Act of 1965*, also known as the *Williamson Act*, enables and encourages local governments to enter into contracts with private landowners to restrict specific parcels of land to agricultural or related open space uses. In return, landowners receive property tax assessments that are lower than normal because they are based upon farming uses rather than full market value. Local governments receive a subsidy for forgone property tax revenues from the state via the *Open Space Subvention Act of 1971*. Properties with *Williamson Act* agreements in place (i.e., "under contract") are considered significant agricultural resources because there are regulatory and financial incentives in place that encourage agricultural production on them over the long-term. There are 177 such properties in the study area.

#### Agricultural Improvements

Agricultural operations that include improvements such as agricultural roads, barns, storage systems, fruit trees, and drainage or irrigation systems are more likely to support agriculture in the long-term because the need for capital investment is lower than on sites without these improvements. Based on a field survey and use of aerial photos, barns and other agricultural accessory structures within the corridor are prevalent, especially within the northern portion of the study area. There are a few agricultural ponds in the corridor. Agricultural roads are relatively common in the corridor.

#### Agricultural Land Use Incompatibilities

The largely rural nature of much of the Salinas River Valley results in relatively few existing land use incompatibilities in the corridor. Tourism occurs within the corridor, and tourists can unintentionally affect agricultural operations by feeding livestock or trespassing and stressing livestock. Because most recreational/tourist activities are focused around the urbanized areas and most agricultural activities are located away from them, conflicts do not appear to be a substantial issue within the corridor. The large size of many of the parcels also limits the extent to which the public can come in contact with livestock.

### E.2.3 Development Standards

Applicable agricultural resources development standards from the County's *Land Use Ordinance* (Title 22) are summarized below.

*Purpose and Effect of Land Use Ordinance 22.01.040*

*Article 1 - Enactment and Applicability*

*22.01.040 - Open Space Zoning*

*B. Public access or use.*

*In cases where the Land Use Element designates a property in the Open Space or Recreation land use categories, in the Sensitive Resource Area or Historic Area combining designations, or where the Land Use Element identifies a need for open space preservation through easement, contract, or other instrument, the designation does not in and of itself convey or imply any right of public use, access, trespass, or violation of privacy.*

*22.22.040 - Agriculture Category*

*A. Purpose. The purpose of this Section is to establish a set of regulations applicable to the division of land within the Agriculture land use category. In addition to complying with the standards set forth in this Section and all applicable policies of the general plan, proposed land divisions shall be specifically evaluated for consistency with the policies of the Agriculture and Open Space Element as follows:*

*1. Agricultural land divisions.*

*b. Where a division is proposed, the proposed parcels should be of adequate size and design to ensure the long term protection of agricultural resources.*

*B. Size based upon existing use.*

*1. Use test. The minimum size for new parcels with existing agricultural uses shall be based on the type of existing agricultural use, as follows. Where a site contains more than one agricultural use, each new parcel shall satisfy the minimum parcel size for the qualifying agricultural land use.*

*c. Agricultural processing. The minimum size for a new parcel with established agricultural processing facilities and structures shall be 20 acres on sites with soils having a Natural Resource Conservation Service (NRCS) classification of I, II or III, and 5 acres on soils with an NRCS classification of IV through VII, provided that any parcel approved with less than 20 acres shall be subject to the requirements of this Subsection. The creation of parcels smaller than 20 acres shall not be allowed on properties subject to agricultural preserve contract.*

*4. Required findings. No parcel smaller than 20 acres shall be approved in compliance with this Section unless the Board first finds that the proposed parcel being smaller than surrounding*

*agricultural holdings will have no adverse effect on the continuing agricultural use of parcels adjacent to and in the vicinity of the site, and that the applicant has demonstrated the capability of the agricultural processing use.*

*5. Change of use. After approval of a parcel smaller than 20 acres in compliance with this Section, Conditional Use Permit shall be required to authorize any change of the use that justified the small parcel to another use.*

## E.3 Biological Resources

This section identifies existing biological resources within the master plan corridor. It also identifies ways in which these resources may constrain individual projects and/or make any subsequent environmental review processes more challenging.

### E.3.1 Methodology

Biological data presented below were derived utilizing a combination of literature review, aerial photo-interpretation, review of data obtained from recent studies and reports conducted within the study area and data obtained from the following sources:

- US Forest Service (USFS) CALVEG
- US Fish and Wildlife Service (USFWS) *National Wetland Inventory* (NWI)
- California Department of Fish and Wildlife (CDFW) *California Natural Diversity Database* (CNDDB)
- USFWS Information, Planning and Conservation System
- California Native Plant Society (CNPS) *Inventory of Rare and Endangered Plants*

Documenting potential biological resource constraints is intended to support broad scale planning by providing general habitat and sensitive species location information.

### E.3.2 Vegetative Communities

Vegetative communities are assemblages of plant species that occur in the same area and are defined by species composition and relative abundance. The study area is characterized by ten vegetative communities including urban/ruderal, cropland, annual grassland, coastal scrub, valley oak woodland, coastal oak woodland, freshwater emergent wetland, valley foothill riparian, lacustrine and riverine. Each cover type is described below and is based on descriptions obtained from CDFW's *A Guide to Wildlife Habitats of California*.

#### Urban/Ruderal

Ruderal communities occur in areas of disturbance, such as along roadsides, trails and parking lots, and are found in close proximity to urban or developed habitats. These communities are subjected to ongoing or past disturbances, such as vehicle





activities and mowing. Ruderal habitat in these disturbed areas support a diverse but weedy flora. Vascular plant species associated with these areas in the project study area include yellow star-thistle and various invasive annual grasses. The ruderal habitat associated with the project is primarily associated with roadways and adjacent private residences.

Wildlife species commonly associated with urban development include western scrub jay (*Aphelocoma californica*), mockingbird (*Mimus polyglottos*), house finch (*Carpodacus mexicanus*), common raven (*Corvus corax*), raccoon (*Procyon lotor*) and western gray squirrel (*Sciurus griseus*).

### **Cropland**

Most croplands in California are annuals managed in a crop rotation system, with planting in spring and harvest during summer or fall. Second crops may be planted after harvesting the first, such as wheat. Vegetation within this habitat is comprised of variable height, density and growth patterns based on the planted crop. Cropland types within the study area include forage crops such as hay or alfalfa, row crops and vineyards.

Croplands are typically established on fertile soils, which historically supported an abundant wildlife. This conversion from native habitats to managed crops has had a significant impact on California's species richness. Deer, elk and wild pigs may forage in alfalfa and grain fields, which can cause depredation problems. Doves, pheasants and other birds that feed on crops before they are harvested are generally discouraged by growers, but most waterfowl, cranes and other species that use waste grains are typically not discouraged.

### **Annual Grassland**

Annual grassland habitats are open grasslands dominated by plant species found from the flat plains of the Central Valley to the coastal mountain ranges of Mendocino County, and scattered locations across the southern portion of the state. Species typically associated with this community include wild oats (*Avena spp.*), soft chess (*Bromus hordeaceus*), ripgut brome (*Bromus diandrus*), red brome (*Bromus madritensis ssp. rubens*), wild barley (*Hordeum spp.*), foxtail fescue (*Vulpia myuros*), bradleaf filaree (*Erodium botrys*), redstem filaree (*Erodium cicutarium*), turkey mullein (*Croton setigerus*), true clovers (*Trifolium spp.*), bur clover (*Medicago spp.*), popcorn flower (*Cryptantha spp.*) and several other grasses and forbs.

Annual grasslands provide foraging habitat for a wide variety of wildlife species including raptors, seed-eating birds, small mammals, amphibians and reptiles. However, some require special habitat features such as cliffs, caves, ponds or habitats with woody vegetation for breeding, resting and escape cover. Reptiles commonly associated with this habitat type include western fence lizard (*Sceloporus occidentalis*), common

garter snake (*Thamnophis sirtalis*) and western rattlesnake (*Crotalis viridis*). Black-tailed jackrabbit (*Lepus californicus*), California ground squirrel (*Otospermophilus beecheyi*), western harvest mouse (*Reithrodontomys megalotis*), Botta's pocket gopher (*Thomomys bottae*), California vole (*Microtus californicus*), badger (*Taxidea taxus*) and coyote (*Canis latrans*) are mammals commonly found in this habitat type. Common birds known to breed in annual grasslands are burrowing owl (*Athene cunicularia*), short-eared owl (*Asio flammeus*), horned lark (*Eremophila alpestris*) and western meadowlark (*Sturnella neglecta*).

### **Coastal Scrub**

Coastal scrub is characterized by low to moderate-sized shrubs with mesophytic leaves, flexible branches, semi-woody stems, and a shallow root system. No single species is typically dominant and composition changes from mesic to xeric conditions. Coyotebush (*Baccharis pilularis*), blue blossom ceanothus (*Ceanothus thyrsiflorus*), coffeeberry (*Rhamnus californica*), salal (*Gaultheria shallon*), bush monkeyflower (*Mimulus aurantiacus*), blackberry (*Rubus spp.*), poison oak (*Toxicodendron diversilobum*) and woolly sunflower (*Eriophyllum lanatum*) are common overstory species. The understory is typically dominated by bracken fern (*Pteridium aquilinum*) and swordfern (*Polystichum munitum*) with cowparsnip (*Heracleum maximum*), Indian paintbrush (*Castilleja spp.*), yerba buena (*Clinopodium douglasii*) and California oatgrass (*Danthonia californica*) as subdominants.

Vegetation productivity is lower in coastal scrub than adjacent chaparral habitats, but it supports a similar number of vertebrate species. Peregrine falcon (*Falco peregrinus*), Morro Bay kangaroo rat (*Dipodomys heermanni morroensis*), black-tailed gnatcatcher (*Poliophtila melanura*) and Santa Cruz long-toed salamander (*Ambystoma macrodactylum croceum*) can be found in this habitat type.

### **Valley Oak Woodland**

This community can vary from an open savanna-like habitat to partially closed canopy forest-like stands comprised mostly of winter-deciduous, broad-leaved species. Common canopy species include California sycamore (*Plantanus racemosa*), Hinds black walnut (*Juglans hindsii*), interior live oak (*Quercus wislizeni*), boxelder (*Acer negundo*) and blue oak (*Quercus douglasii*). Poison oak, California wild grape (*Vitis californica*), toyon, coffeeberry, and blackberry are common shrub associates. Various species of wild oats, brome, barley, ryegrass and needlegrass dominate the herbaceous layer.

Woodlands provide forage and cover for a variety of wildlife species. Common species include the European starling (*Sturnus vulgaris*), California quail (*Callipepla californica*), plain titmouse (*Baeolophus inornatus*), scrub jay, rufous-sided towhee (*Pipilo erythrophthalmus*), Bewick's wren (*Thyromanes bewickii*), bushtit (*Psaltiriparus minimus*) and acorn woodpecker (*Melanerpes formicivorus*). In addition, the ranges of approximately 80 species of mammals in California show substantial overlap with the distribution of valley oaks and include fox (*Vulpes spp.*), western gray squirrel and mule deer (*Odocoileus hemionus*).

### Coastal Oak Woodland

Coastal oak woodlands are extremely variable in structure. The canopy is typically dominated by coast live oak (*Quercus agrifolia*), but California bay (*Umbellularia californica*), madrone (*Arbutus spp.*), tanbark oak (*Notholithocarpus densiflorus*) and canyon live oak (*Quercus chrysolepis*) may co-occur. Due to the dense overstory, shrub and herbaceous species tolerant of deep shade typify the understory and include blackberry, creeping snowberry (*Gaultheria hispidula*), toyon (*Heteromeles arbutifolia*), bracken fern, California polypody (*Polypodium californicum*), fiesta flower (*Pholistoma auritum*) and miner's lettuce (*Claytonia perfoliata*).

Oak woodlands provide habitat for at least 60 species of mammals, and 110 species of birds during breeding season. In addition, quail, turkey, squirrel and deer may also be dependent on acorns in fall and early winter for forage.

### Freshwater Emergent Wetland

Freshwater emergent wetlands are characterized by erect, rooted, herbaceous hydrophytes flooded with enough frequency that the roots of the vegetation prosper in anaerobic conditions. Composition can vary in size from small clumps to vast areas covering square miles. Upper margins with saturated or periodically flooded soils support big leaf sedge (*Carex amplifolia*), Baltic rush (*Juncus balticus*), redroot nutgrass (*Cyperus erythrorrhizos*) and saltgrass (*Distichlis spicata*). The wetter interior portions of these wetlands are typically composed of cattail (*Typha spp.*), tule bulrush (*Schoenoplectus acutus*), river bulrush (*Scirpus fluviatilis*) and arrowhead (*Sagittaria spp.*).

Freshwater emergent wetlands are among the most productive habitats in California and provide food, cover, and water to more than 160 bird species, as well as numerous mammals, reptiles and amphibians.

### Valley Foothill Riparian

This community is typified by a canopy cover ranging from 20 to 80 percent, where most trees are deciduous. Dominant species in the canopy layer can include cottonwood (*Populus spp.*), California sycamore and valley oak (*Quercus lobata*). Subcanopy trees can include white alder (*Alnus rhombifolia*), boxelder (*Acer negundo*) and Oregon ash (*Fraxinus latifolia*). Wild grape, wild rose (*Rosa californica*), blackberry, blue elderberry (*Sambucus nigra*), poison oak, buttonbush (*Cephalanthus occidentalis*) and willows (*Salix spp.*) dominate the understory. The herbaceous layer generally constitutes only one percent of the cover, except in openings, and can include sedges, rushes, grasses, miner's lettuce, Douglas sagewort (*Artemisia douglasiana*), poison hemlock (*Conium spp.*) and hoary nettle (*Urtica holosericea*).

Valley foothill riparian habitats provide food, water, migration and dispersal corridors, and escape, nesting and thermal cover for a variety of wildlife. At least 50 species of amphibians and reptiles can be found in lowland riparian system, with most being permanent residents. In addition, 55 species of mammals have been documented in California's riparian communities.

### Lacustrine

Typical lacustrine habitats include permanently flooded lakes and reservoirs, intermittent lakes and shallow ponds. Depth can vary from a few centimeters to hundreds of meters. As sedimentation and organic matter increases, floating rooted aquatics such as water lilies (*Nymphaea spp.*) and smartweed (*Polygonum amphibium* var. *stipulaceum*) often appear. Within the project study area, all lacustrine features are man-made.

Suspended organisms such as plankton are found in the open water of lacustrine habitats. Submerged plants such as algae and pondweeds serve as supports for smaller algae and as cover for other aquatic species. Floating plants offer food and support for numerous herbivorous animals that feed on both plankton and floating plants. The endangered bald eagle feeds on fish and some birds taken from lakes. Most permanent lacustrine systems support fish life. Intermittent types usually do not.



## Riverine

Riverine habitats are characterized by intermittent to continually flowing water. Streams typically originate at some elevated source, such as a spring or lake, and flow downhill at a rate relative to the gradient and the volume of surface water runoff or discharge. Flow velocities generally decline as the stream descends in elevation and the volume of water increases until the stream flattens out at lower elevations. The transition from a high gradient, high-flow stream to a low gradient, low-flow river results in increases in water temperature and turbidity, while dissolved oxygen decreases and the bed material transitions from rock to mud. Ephemeral, intermittent, and perennial streams occur within the project study area.

The study area encompasses 35 linear miles of the Salinas River, with inflows from numerous tributaries. The Salinas River varies from a dry sandy riverbed during much of the year, to a shallow northbound river during wet winter and spring months.

The characteristics of the river channel and its banks vary greatly throughout the length of the study area. Some sections of the study area are characterized by narrow, defined river channels lined with riparian woodland and inhabited by both aquatic and non-aquatic wildlife. Other areas are defined by broad floodplains, with braided channels running through open sandy areas, and hummocks anchored by riparian vegetation, particularly willows. In addition, there are in-holdings for sand and gravel mining, as well as material storage. Finally, there are areas that have been heavily degraded by recreational OHV use.

**Table E-1: Special-status Species/Habitats**

Scientific Name	Common Name	Habitat Association									
		Freshwater emergent wetland	Riverine	Cropland	Annual grassland	Coastal scrub	Valley oak woodland	Coastal oak woodland	Valley foothill riparian	Urban/Ruderal	Lacustrine
<i>Agelaius tricolor</i>	Tricolored blackbird	✓	✓								
<i>Antrozous pallidus</i>	Pallid bat			✓	✓	✓	✓	✓	✓	✓	
<i>Athene cunicularia</i>	Burrowing owl		✓	✓		✓					✓
<i>Branchinecta lynchi</i>	Vernal pool fairy shrimp	✓									
<i>Elanus leucurus</i>	White-tailed kite			✓	✓	✓		✓	✓		
<i>Emys marmorata</i>	Western pond turtle		✓								✓
<i>Lanius ludovicianus</i>	Loggerhead shrike			✓	✓	✓	✓	✓	✓		
<i>Masticophis flagellum ruddocki</i>	San Joaquin whipsnake				✓	✓					
<i>Phrynosoma blainvillii</i>	Coast horned lizard				✓	✓	✓	✓	✓		
<i>Rana draytonii</i>	California red-legged frog	✓	✓		✓						✓
<i>Spea hammondi</i>	Western spadefoot toad				✓		✓	✓			
<i>Taricha torosa</i>	Coast Range newt				✓		✓	✓			
<i>Taxidea taxus</i>	American badger			✓	✓	✓	✓	✓	✓		
<i>Vireo bellii pusillus</i>	Least Bell's vireo		✓						✓		

## E.3.3 Special-status Species

The vegetative communities within the study area provide suitable habitat for a variety of special-status plant and wildlife species. A query of the CNDDDB database provided a list of known occurrences for special-status plant species within a one mile radius of the proposed trail alignment, as well as special-status wildlife within a five mile radius. The various habitat types within the study area each have the potential to support specific groups of special-status species. Table E-1 outlines some of the special-status wildlife species known to occur within the study area and vicinity, along with a summary of potential habitat associations. It is recommended that formal, protocol level, field surveys be conducted in the appropriate season to establish occupancy and/or usage, as needed prior to project development.

## E.3.4 Biological Constraints Mapping

The following pages contain composite maps of biological constraints that could affect trail development.

## E.4 Cultural Resources

This section generally discusses existing cultural resources within the project study area and identifies potential impacts that could result from proposed project development.

### E.4.1 Cultural Resources Constraints

The project corridor is within the territory historically occupied by the Obispeño Chumash, the northernmost of the Chumash Hoken-speaking peoples of California. Prehistoric marriage patterns and post-mission settlement patterns have also identified Salinan people living in the northern portions of San Luis Obispo County. Archaeological evidence has revealed that the ancestors of the Obispeño settled in San Luis Obispo County over 9,500 years ago.

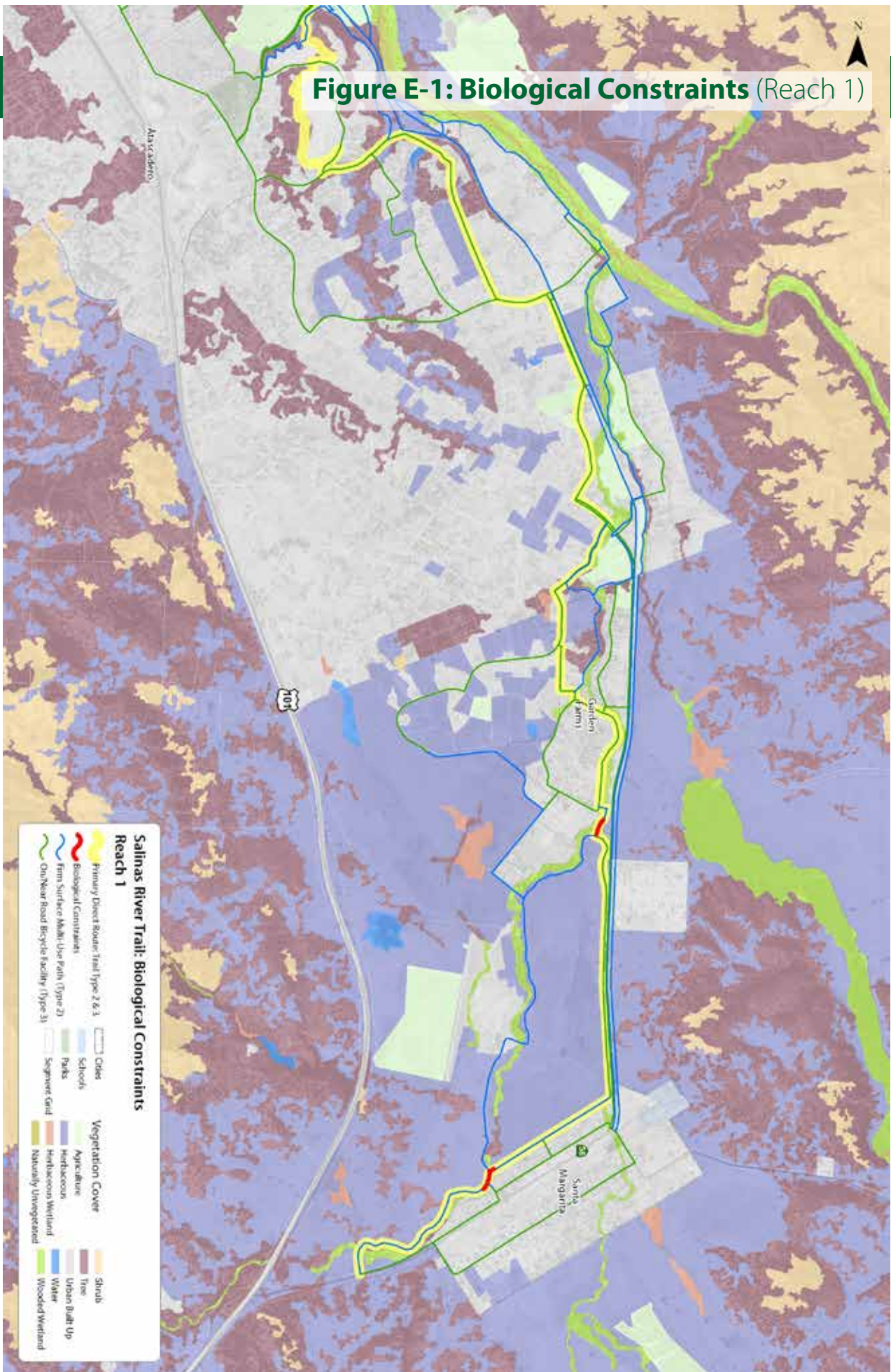
### Archaeological Resources

An archaeological site can be defined as the physical remains of any area of human activity greater than 50 years of age confined to a specific area. Prehistoric examples of the types of archaeological sites that may exist within the study area include:

- Lithic (stone) debris and tool scatters characterized by the presence of waste flakes, core fragments and formed flaked stone tools that may include projectile points, knives and scrapers.

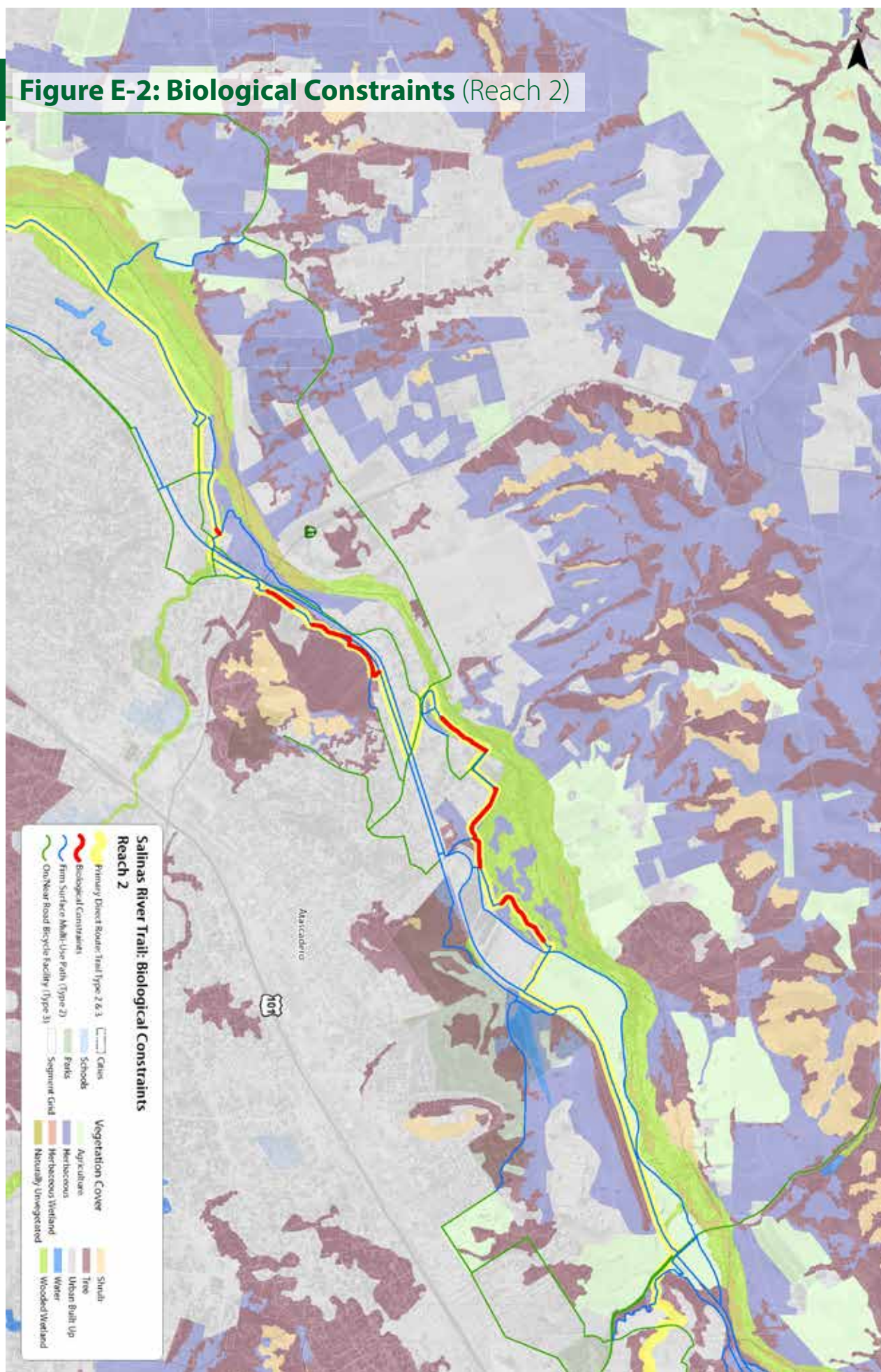


**Figure E-1: Biological Constraints (Reach 1)**



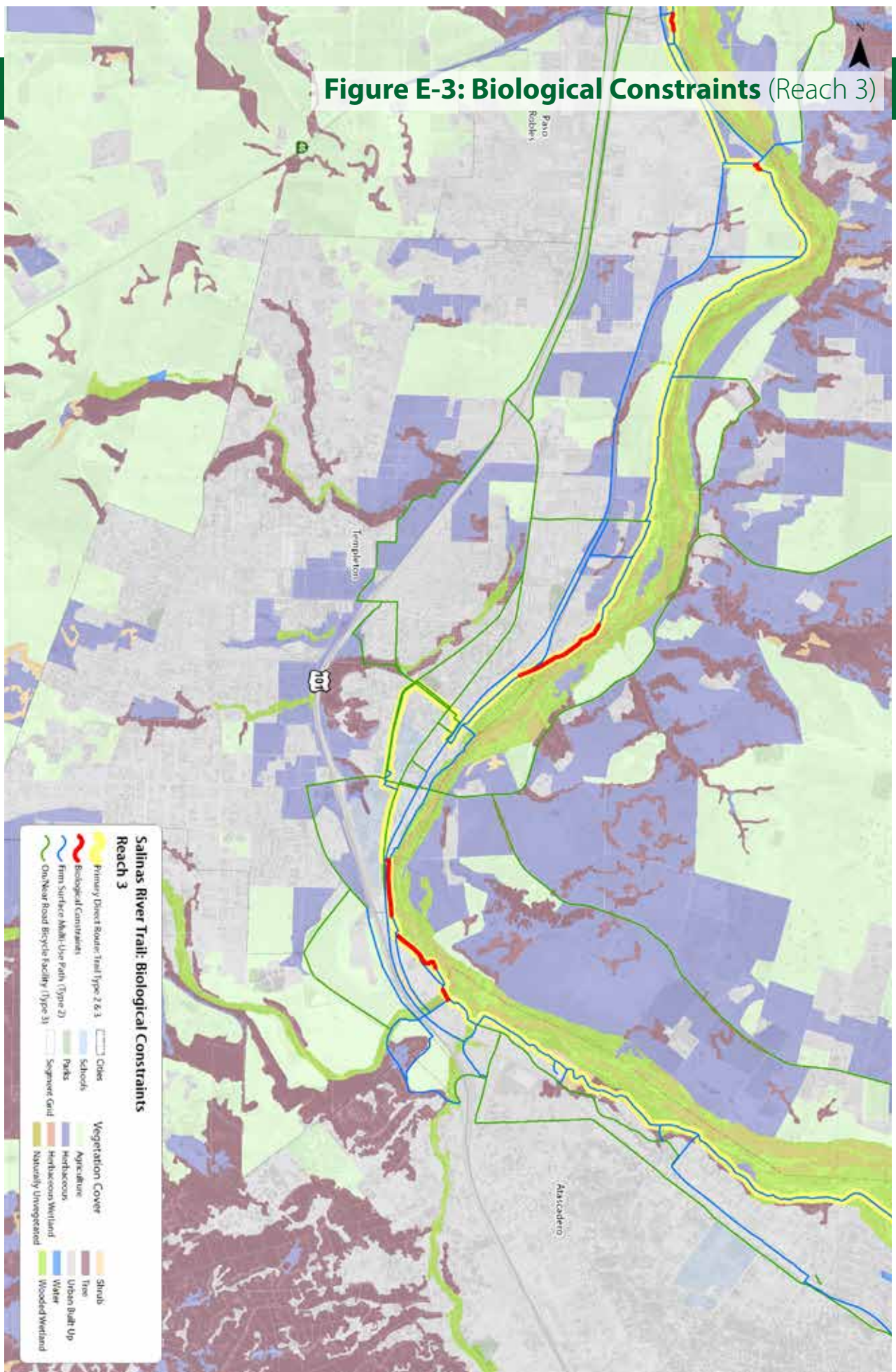


**Figure E-2: Biological Constraints (Reach 2)**



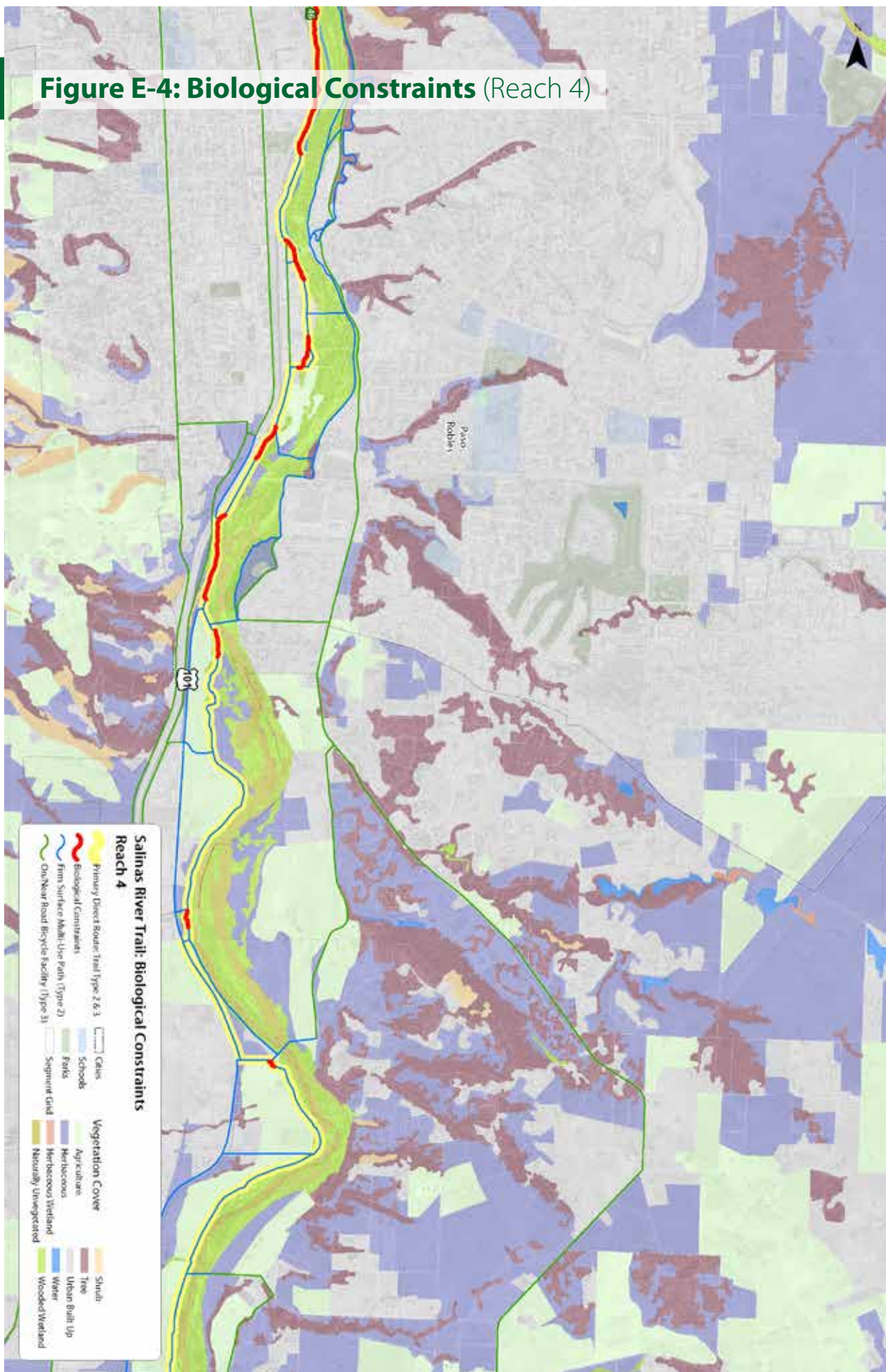


**Figure E-3: Biological Constraints** (Reach 3)



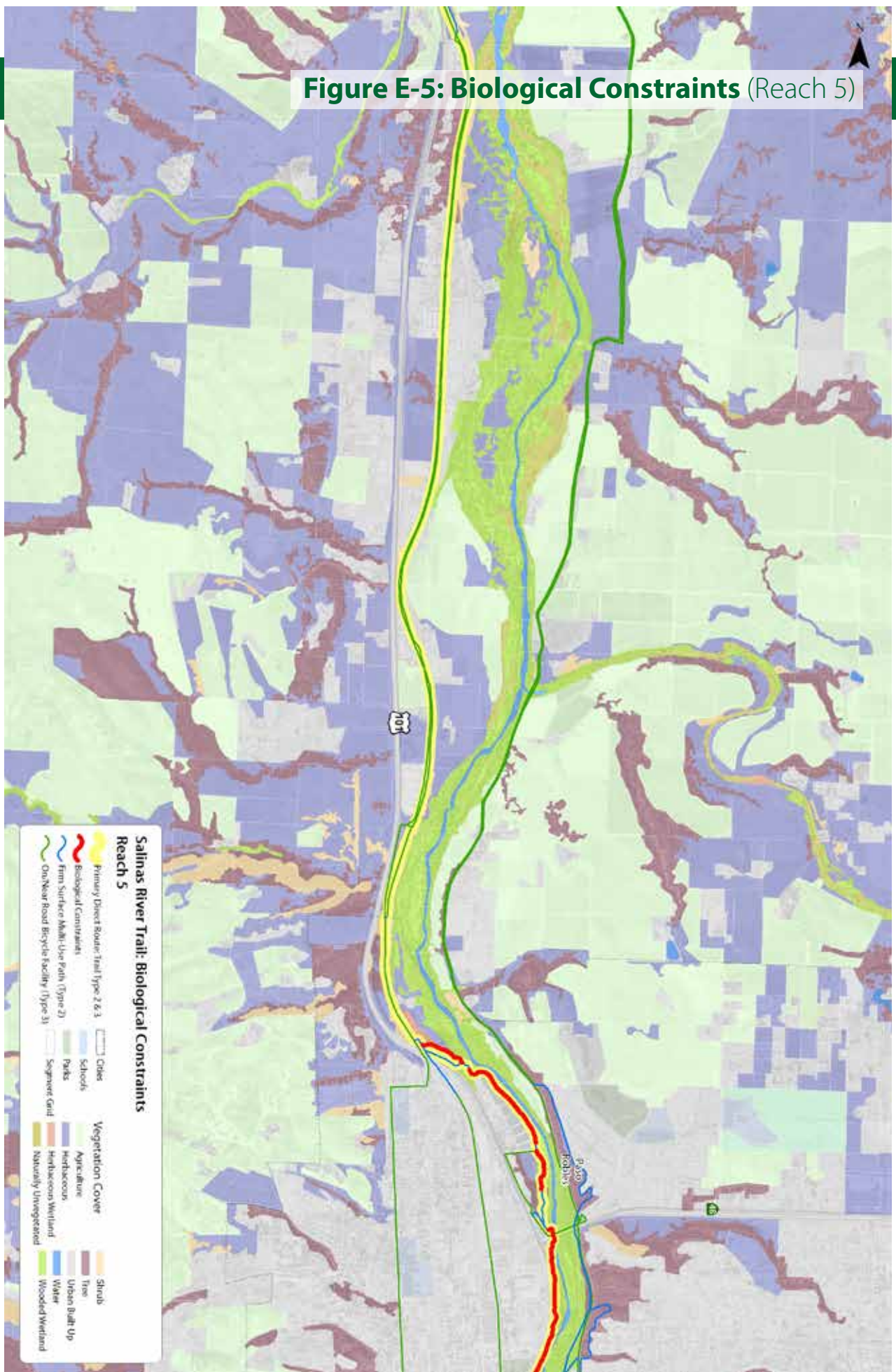


**Figure E-4: Biological Constraints (Reach 4)**



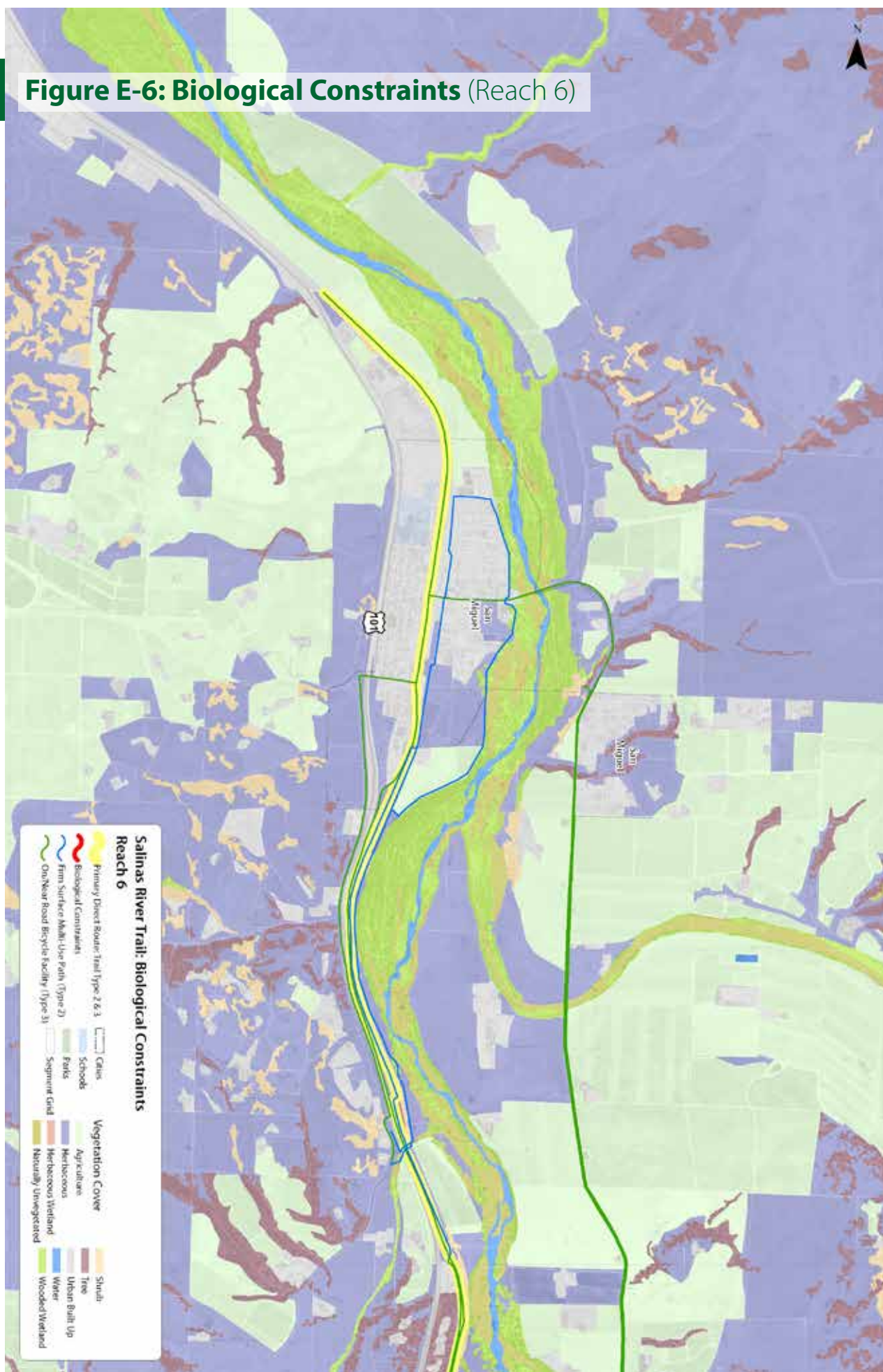


**Figure E-5: Biological Constraints (Reach 5)**





**Figure E-6: Biological Constraints** (Reach 6)





- Bedrock milling stations that have been worked, or ground down, to process various seeds and grains.
- Habitation sites characterized by long-term use that may have included food processing, tool manufacturing and ceremonial events.
- Temporary campsites that were generally limited-use sites for food manufacturing or tool production.

Historic examples of the types of archaeological sites known to exist within the study area include trash scatters or dumps, residential and industrial foundation remains and remnants of former ranches and homestead buildings and structures.

## Built Environment Resources

“Built environment” resources include standing buildings and structures, roads, fences, water conveyance features and bridges, if they are greater than fifty years old.

### E.4.2 Resource Protection Standards

#### (Regulatory Setting)

#### Federal Policies and Regulations

Significant archaeological and built environment resources are protected by the National Historic Preservation Act (NHPA). NHPA Section 106 states that if a federal agency is involved in a proposed project through initiation, funding and/or issuance of permits, the agency is required to consult with the State Historic Preservation Officer (SHPO). The SHPO reviews the survey reports associated with the resource finding and may request further study and/or preparation of a mitigation and monitoring plan. When a cultural resource is reported to the SHPO, the resource may be listed in the National Register. The National Register is an inventory of the United States’ historic resources maintained by the National Park Service. The wide-ranging inventory includes not just archeological resources, but buildings, structures, objects, sites and even districts.

Cultural resources are considered during federally-funded undertakings chiefly under Section 106 through one of its implementing regulations, *36 CFR 800 (Protection of Historic Properties)*, as well as the *National Environmental Policy Act (NEPA)*. Properties of traditional religious and cultural importance to Native Americans are considered under NHPA Section 101(d)(6)(A). Other federal laws include the *Archaeological Data Preservation Act* of 1974, the *American Indian Religious Freedom Act (AIRFA)* of 1978, the *Archaeological Resources Protection Act (ARPA)* of 1979, and the *Native American Graves Protection and Repatriation Act (NAGPRA)* of 1989, among others.

NHPA Section 106 requires federal agencies to take into account the effects of their undertakings on any district, site, building, structure or object included in or eligible for inclusion in the National Register of Historic Places (NRHP) and to give the Advisory Council on Historic Preservation (ACHP) a reasonable opportunity to comment on such undertakings. Under Section 106, the significance of any adversely affected cultural resource is assessed and mitigation measures are proposed to reduce any impacts to an acceptable level. Significant cultural resources are those resources that are listed on, or are eligible for listing on the NRHP according to the following criteria:

The quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures and objects that possess integrity of location, design, setting, materials, workmanship, feeling and association and that:

- (a) Are associated with events that have made a significant contribution to the broad patterns of our history; or
- (b) Are associated with the lives of significant persons; or
- (c) Embody the distinctive characteristics of a type, period, or method of installation, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or,
- (d) Have yielded, or may be likely to yield, information important in prehistory or history.

#### State Policies and Regulations

The *California Environmental Quality Act (CEQA)* requires consideration of a project’s impacts on significant paleontological, historical and archaeological resources. Significant impacts on such resources are to be avoided or mitigated to less than significant levels.

If the project may cause damage to a significant resource, the project may have a significant effect on the environment. CEQA Section 15064.5 addresses the determination of the significance of impacts to archaeological resources that may be adversely affected by project development in Section 15126.4. Achieving CEQA compliance with regard to treatment of impacts to significant cultural resources requires that a mitigation plan be developed and preservation in place is the preferred preservation method.

California Public Resources Code Section 5097.9 stipulates that it is contrary to the free expression and exercise of Native American religion to interfere with or cause severe irreparable damage to any Native American cemetery, place of worship, religious or ceremonial site, or sacred shrine.



CEQA requires the lead agency to determine whether a project may have a significant effect on historical resources. PRC Section 5024.1 requires that any properties that can be expected to be directly or indirectly affected by a proposed project be evaluated for California Register of Historical Resources (CRHR) eligibility. The purpose of the register is to maintain listings of the state's historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from material impairment and substantial adverse change.

The term "historical resources" includes a resource listed in or determined to be eligible for listing in the CRHR, a resource included in a local register of historical resources, and any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant (Guidelines Section 15064.5[a]). The CRHR listing criteria were developed in accordance with previously established NRHP listing criteria.

According to PRC Section 5024.1(c)(1–4), a resource may be considered historically significant if it retains integrity and meets at least one of the following criteria. A property may be listed in the CRHR if the resource:

- (1) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
- (2) Is associated with the lives of persons important in our past;
- (3) Embodies the distinctive characteristics of a type, period, region or method of installation, or represents the work of an important creative individual, or possesses high artistic values; or
- (4) Has yielded, or may be likely to yield, information important in prehistory or history.

Under CEQA, if an archaeological site is not a historical resource, but does meet the definition of a "unique archaeological resource" as defined in PRC Section 21083.2, it should be treated in accordance with the provisions of that section. A unique archaeological resource is defined as:

An archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

- (1) Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information.
- (2) Has a special and particular quality such as being the oldest of its type or the best available example of its type.

- (3) Is directly associated with a scientifically recognized important prehistoric or historic event or person.

Resources that neither meet any of these criteria for listing on the CRHR nor qualify as a "unique archaeological resource" under CEQA PRC Section 21083.2 are viewed as not significant. Under CEQA, *"A nonunique archaeological resource need be given no further consideration, other than the simple recording of its existence by the lead agency if it so elects."* (PRC Section 21083.2[h]).

Impacts that adversely alter the significance of a resource listed on or eligible for listing on the CRHR are considered a significant effect on the environment. Impacts to historical resources from the proposed project are therefore considered significant if the project physically destroys or damages all or part of a resource, changes the character of the use of the resource or physical feature within the setting of the resource which contribute to its significance or introduces visual, atmospheric, or audible elements that diminish the integrity of significant features of the resource.

## Local Policies and Regulations

The protection of cultural resources within the County is influenced by policies and guidelines presented in the County's *Parks and Recreation Element*. Following are its standards and procedures related to archaeological resources.

### Appendix F Standard Mitigation Measures

#### Cultural Resources

##### Siting/Design Considerations

*A preliminary cultural resources survey (including subsurface investigation if necessary) will be prepared by a qualified expert acceptable to the Environmental Coordinator to determine the extent and significance of archaeological and historical sites. If the survey identifies potentially significant resources, it shall recommend both short- and long-term mitigation measures, which may include avoidance of impacts, burial under sterile fill, and/or monitoring of earthmoving activities. The Environmental Coordinator may waive this requirement if impacts on cultural resources will be minimal, based on such factors as location, extent of development or earlier resource analyses. Mitigation measures shall reduce the potential for human access and disturbance of significant sites, unless a qualified archaeologist and the Native American Heritage Commission explicitly approve interpretive shelters and signs as appropriate in conjunction with development and/or public access near discovered sites.*

##### a. Monitoring Significant Sites

*If the archaeological survey finds significant sites on the property (including areas used for burial) Native Americans from a tribe indigenous to the area shall be required to monitor any work located within those archaeological sites.*

*b. Resources Discovered During Grading or Construction*

*If archaeological resources are unearthed during grading or construction, earth-disturbing work shall be suspended until an appropriate mitigation plan is established, subject to the review and approval of the Director of Planning and Building.*

## E.5 Geologic Hazards

### E.5.1 Hydrology

The Salinas River's surface flow within the study area is normally shallow and occurs only during the winter and spring of wet years with much of the flow below the surface provided by underground aquifers. Within the study area are inflows from several tributaries. The average maximum annual peak flow on the Salinas River in the Paso Robles area is 6,026 cubic feet per second, but during the 1995 flood, 28,000 cubic feet per second was measured at the 13th Street Bridge.

### E.5.2 Soils

Soils within the study are a mix of sand, gravel and loam associated with water deposition. The majority of the study area contains Metz-Tujunga Complex and Riverwash soil types. The Metz-Tujunga Complex soil supports often dense riparian vegetation that provides excellent wildlife food and cover.

Linne-Calodo Complex, 9-30 percent slopes: This complex consists of moderately steep soils on hills. Linne soil is a moderately deep, well-drained and formed in material weathered from calcareous sandstone and shale.

Lockwood Shaly Loam, 2-9 percent slopes: This complex consists of undulating gently rolling soils on terraces. This complex is about 35 percent Lockwood shaly loam and 25 percent Concepcion sandy loam. Lockwood soils are on the slightly higher terrace-like areas and low parts of old meandering drainages.

Metz Loamy Sand, 0-5 percent slopes: This very deep, nearly level to gently sloping, somewhat excessively drained soil formed in alluvium derived from mixed rocks. It is on floodplains. This soil is subject to rare flooding under abnormal conditions. Typically, the surface layer is pale brown loamy sand about nine inches thick. The underlying material is layered very pale brown and pale brown loamy sand and very fine loamy sand. A few areas are gravely loamy sand throughout.

Metz-Tujunga Complex, occasionally flooded, 0-5 percent slopes: This complex consists of nearly level to gently sloping soils on flood plains. The Metz soil is a very deep, somewhat excessively drained soil that formed in alluvium derived from mixed rocks. Typically, the surface layer is pale brown loamy sand about nine inches thick. The underlying material is layered very pale brown loamy sand, sand and very fine sandy loam.

Mocho Clay Loam, 0-2 percent slopes: This very deep, nearly level, well-soil formed in calcareous alluvium derived from sedimentary rocks. It is on alluvial plains. Typically, the surface layer is grayish brown clay loam about 19 inches thick. The underlying material is layered light brownish gray and light gray clay loam, loam and silt loam. This soil is calcareous throughout.

Riverwash: This is the alluvial material in streambeds and flood channels from erosion and deposition. It is made up of loose sands and gravels that can move about significantly during wet years.

### E.5.3 Erosion and Sedimentation

The trail project may be constrained by erosion and sedimentation in a number of ways. Rapid erosion can affect trail and other infrastructure by undercutting surfaces or depositing sediment on them. Trail construction and use can increase erosion of adjacent lands. Removal of vegetation and changes to localized drainage patterns can result in increased erosion. If located along river bluffs, this erosion can exacerbate bluff collapse.

Erosion leads indirectly to biological impacts because disturbed soils are more easily colonized by non-native weed species. Erosion associated with unauthorized, poorly maintained, and/or heavily used trails also presents an opportunity for planning purposes. Future SRT projects should consider the conditions of existing trails and, where there are erosion issues, should incorporate a restoration component. This can also be an opportunity for habitat restoration, volunteerism and education.

In general, within this study area, erosive areas can be avoided with prudent trail planning, design and engineering to avoid long-term maintenance issues.

### E.5.4 Applicable Development Standards

*San Luis Obispo County Code - Title 22, Land Use Ordinance*

*22.14.070 - Geologic Study Area (GSA)*

*A. Purpose. The Geologic Study Area (GSA) combining designation is applied to areas where geologic and soil conditions could present new developments and their users with potential hazards to life and property. These standards are applied where the following conditions exist:*

*1. Seismic hazard.*

*Areas of seismic (earthquake) hazard are identified through application of an Earthquake Fault Zone.*





*2. Landslide hazard.*

*Areas within urban and village reserve lines, identified by the Seismic Safety Element as being subject to moderately high to high landslide risk, and rural areas subject to high landslide risk.*

*3. Liquefaction hazard.*

*Areas within urban and village reserve lines, identified by the Seismic Safety Element as being subject to moderate to high soil liquefaction.*

*B. Applicability of GSA standards. The standards of this Section apply to all land uses for which a permit is required.*

*22.52.100 - Grading Plan Requirements*

*All applications for a grading permit shall be accompanied by a grading plan consistent with this Section.*

*C. Engineered Grading Plan requirements.*

*When required pursuant to Subsection C.1, the grading plan shall be prepared and signed and sealed by a qualified, registered civil engineer or other qualified professional licensed by the state to perform such work, and shall include specifications covering construction, inspection and material requirements in addition to the information required in compliance with Subsection B. Additionally, those items required by Subsections C.2 through C.4 shall accompany the grading plans.*

*1. When required. Engineered grading is required when one or more of the following circumstances exist:*

- a. The grading will involve 5,000 cubic yards or more (cumulative).*
- b. The grading involves site work on slopes of 20 percent or greater.*
- c. The proposed grading is located within a Geologic Study Area or Flood Hazard area.*
- d. The Director has cause to believe that geologic hazards may be involved.*

*2. Site and drainage report. The site and drainage report, shall include, but not be limited to:*

- a. The date the report was prepared and the name, address, and phone number of firm or individual who prepared the report.*
- b. Hydrology calculations showing maximum peak discharges of water runoff for*

*10-year and 100-year storm frequencies and comparison of runoff with and without project. Hydraulic calculations for existing down stream runoff conveyance systems that will be impacted by the proposed project runoff.*

*c. Summary of the groundwater recharge methods that have been incorporated into the project design.*

*d. Inspection and approval to establish lines and grades, design criteria for corrective measures, including the required safe storm drainage capacity of channels both on and off-site.*

*e. Soils, geology, or civil engineer's opinions and recommendations concerning adequacy of site to be developed by the proposed grading.*

*h. Engineer's opinions and recommendations concerning adequacy for the intended use of site to be developed by the proposed grading as affected by soils engineering factors, including the stability of slopes, foundation recommendation, soil design criteria, liquefaction, expansive soil, loose or soft soils, areas of unknown problems, undocumented fill, cut/fill, unusual loading, shallow ground water or springs, and landslides.*

*22.52.120 - Erosion and Sedimentation Control Plan Required*

*A. Requirements. An erosion and sedimentation control plan shall be required year-round for the following types of projects:*

*1. Construction and grading.*

*All construction and grading permit projects.*

*2. Site disturbance activities.*

*Any site disturbance activities involving removal of one-half acre or more of native vegetation in any of the following areas:*

- a. Geologically unstable areas.*
- b. On slopes in excess of 30 percent.*
- c. On soils rated by the National Resources Conservation Service (NRCS) as being highly erodible.*
- d. Within 100 feet of any watercourse shown on the most current 7-1/2 minute USGS quadrangle map.*

## **E.6 Land Use, Plans and Policies**

This section addresses the project area's environmental setting, as well as existing and designated land uses in the project area. This section also identifies and provides an overview of applicable local plans and policies and identifies potential land use impacts, including those that would result from inconsistencies with relevant policies.

### **E.6.1 Physical Setting and Existing Uses**

The master plan corridor extends from San Miguel to Santa Margarita. Due to corridor length, it is broken into six reaches.

Jurisdictions within the corridor are the County (including its unincorporated communities), the cities of Atascadero and Paso Robles, the Atascadero Mutual Water Company (AMWC), the California Department of State Hospitals (DSH), the Union Pacific Railroad (UPRR) and Caltrans. The study area includes rural and urbanized areas lying within rolling hills and the river valley, as well as several substantial tributaries that run generally westward and convey runoff into the Salinas River.

## E.6.2 Land Use Categories and Combining Designations

The master plan corridor includes a number of County land use and combining designations shown in Table 2-1 and Figure 2-1 in Chapter 2: Setting.

## E.6.3 Plans and Policies

Development of the project would be subject to plans, policies, implementation measures, and design guidelines in applicable Caltrans, County, or local or regional planning documents. This section provides general information concerning plans and policies applicable to trail projects that may be subsequently proposed in the corridor. The following plans and policies are applicable to the proposed project:

- National Parks Service - National Trails System
- San Luis Obispo County Air Pollution Control District Clean Air Plan
- San Luis Obispo County Bikeways Plan
- San Luis Obispo County General Plan
- Federal Plans and Policies

### National Parks Service

#### Juan Bautista de Anza National Historic Trail

Congress authorized the Juan Bautista de Anza National Historic Trail in 1990. The 1,200 mile trail, which is part of the National Parks System, is one of few long distance National Historic Trails. As originally planned, it would run from Nogales, Arizona to San Francisco, California, following as closely as possible the historic route taken by Anza. However, since the expedition started in Culiacan, Sinaloa, Mexico, plans are under way to include the 600 miles of the route that lie within Mexico to make it the world's first International Historic Trail.

This National Historic Trail corridor travels northward through San Luis Obispo County along Highway 101 to Santa Margarita, then follows the Salinas River to Paso Robles. This master plan addresses the Anza Trail corridor from Santa Margarita north to Paso Robles. The remainder of the study area lies along the river north of Paso Robles (where the Anza Trail corridor swings northwest away from the river), continuing to San Miguel.

## County of San Luis Obispo Plans and Policies

### San Luis Obispo County Bikeways Plan

The County developed the *Bikeways Plan* (2010) to identify needed bikeway routes, accessory facilities such as bike parking, coordination with other modes of transportation, promotional and educational programs, and potential funding sources for these facilities and programs. The plan recognizes and encourages a favorable quality of life through further enhanced use of bicycle transportation, which can lead to better air quality, reduced traffic, parking congestion and noise levels, and improved mental and physical health for those who ride.

The *Bikeways Plan* shares many of the goals of the *County General Plan Circulation Element*, *SLOAPCD Clean Air Plan*, *SLOCOG Regional Transportation Plan – Preliminary Sustainable Communities Strategy* (RTP), and the local surrounding cities' bikeways plans, as well as surrounding unincorporated communities' circulation and planning studies. Together, these documents form an important resource as the base condition for bicycle transportation planning in the County. This plan lists a multi-use path as one of the highest priority facilities for San Luis Obispo County, specifically connecting Templeton and Atascadero.

### San Luis Obispo Council of Governments 2010 Regional Transportation Plan

The primary purpose of the 2010 RTP is to integrate sustainable communities strategies developed under the Community 2050 Regional Blueprint and continue to develop a coordinated, integrated, and balanced transportation system that meets the current and long-term transportation needs of all cities, unincorporated communities, socioeconomic classes, businesses, and industries in the region. The Preliminary Sustainable Communities Strategy incorporates state directives related to greenhouse gas emissions and climate change. The RTP includes goals, policies, and standards to encourage the development, use, and management of nonmotorized transportation. The project would contribute significantly to the County's bike and pedestrian trail system, and is generally consistent with this plan.

### County of San Luis Obispo General Plan, Agriculture Element

The Agriculture Element (2010) lays out policies for the management and protection of agricultural land use resources within the County's jurisdiction, and is focused on "wisely managing and protecting these important land resources in San Luis Obispo County." Recognizing the value of agriculture to the economy and character of the County as a whole, the goals of the plan are to support agricultural production, conserve and protect agricultural lands and resources, and encourage public education and participation in their management. The protection of these resources is considered



essential to the preservation of the rural nature and lifestyles that characterize San Luis Obispo County, and the mission statement of the Agriculture Element is to “identify those areas of the county with productive farms, ranches and soils, and establish goals, policies and implementation measures that will enable their long-term stability and productivity.”

### **County of San Luis Obispo General Plan, Conservation and Open Space Element**

Conservation is the planned management, preservation and wise utilization of natural resources and landscapes to ensure their availability in the future. Conservation includes using less water and energy, using efficient technologies, and avoiding wasteful practices. Open space contributes in large part to the quality of life enjoyed in San Luis Obispo County, and the County’s goals are to identify, protect, and manage the existing open space by preventing urban sprawl and encouraging public education and participation in the decision making process. The Conservation and Open Space Element (COSE) is intended as a tool to protect and preserve these community resources, and contains goals, policies, and strategies to conserve, protect, and restore biodiversity and open space.

### **County of San Luis Obispo General Plan, Parks and Recreation Element**

The purpose of the Parks and Recreation Element is to:

- 1) provide policy guidance regarding the provision of park and recreation services;
- 2) document the County’s existing park and recreation resources, including those resources that are outside of the County’s management;
- 3) facilitate the evaluation of park and recreation needs during the land use decision process; and
- 4) ensure diversified opportunities for recreation and the personal enrichment of residents and visitors while protecting natural, cultural, and historical resources.

The Parks and Recreation Element establishes goals, policies, and implementation measures for management, renovation, and expansion of existing, and development of new, parks and recreation facilities in order to meet existing and projected needs and to assure an equitable distribution of parks throughout the County.

### **San Luis Obispo County Safety Element**

The two primary principles of the County Safety Element (1999) are emergency preparedness and managed development to reduce risk. The Safety Element identifies potential emergency situations and natural disasters within the county, and includes goals and policies for response during an emergency or natural disaster, and avoidance of unnecessary risk.

### **San Luis Obispo County Clean Air Plan**

As part of the California Clean Air Act, the San Luis Obispo Air Pollution Control District (SLOAPCD) is required to develop a plan to achieve and maintain the state ozone standard by the earliest practicable date. The Clean Air Plan (CAP) outlines the SLOAPCD’s strategies to reduce ozone precursor emissions from a wide variety of stationary and mobile sources. The proposed project is consistent with the 2001 CAP since it supports development and use of alternative modes of transportation.

### **E.6.4 Constraints Summary**

The majority of the master plan corridor is located within the jurisdiction of the County and within the agriculture land use category, although other land use categories are represented in the corridor, particularly in the urbanized areas. Recreational facilities, such as bicycle paths or trails, are an allowed use within all the land use designations defined for the project corridor. Combining designations found within the corridor establishes strict standards for development, including setbacks from environmentally sensitive habitat and other natural resources. Development of projects within the corridor would potentially require approvals from multiple agencies (federal, state, and local), compliance with various policies and programs, and compliance with standards required by the different land use categories and combining designation/overlay areas found within the project corridor.

Projects such as the Salinas River Trail are generally considered positive neighborhood and regional amenities, but are still required to comply with numerous planning standards for development. In addition, staging areas at trailheads can include large parking areas that see heavy use during peak tourist seasons and on weekends. If not properly designed, these areas could potentially have negative impacts on local residential or agricultural land uses, particularly if they are added where no such staging area currently exists.

### **E.6.5 Recommendations/Next Steps**

Project proponents should continue to involve local residents and other potential stakeholders during the design process to minimize any neighborhood compatibility/conflicts associated with staging areas and trail alignments.

Future design efforts should continue to work closely with stakeholder and regulatory agencies such as Caltrans, SLOCOG, and the County of San Luis Obispo Planning Department to avoid developing projects that may be inconsistent with existing policies and development standards.



## E.7 Goals, Policies, Plans, Programs and Standards – Applicable Excerpts

### SLOCOG 2010 Regional Transportation Plan and Preliminary Sustainable Communities Strategy

#### Chapter 4: Highways, Streets and Roads

The following proposed policy and programming emphasis reinforces and strengthens SLOCOG's adopted intermodal strategy which calls for maximizing utilization of our existing transportation system in a manner that accommodates the needs of all users, while reducing overall vehicular travel:

A. Expanding Transportation Demand Management (TDM) and reducing demand by maximizing mobility choices by expanding ridesharing, improving public transit, and by providing more and better bike and pedestrian facilities.

#### Key Issues in Highways, Streets and Roads

1. California and the San Luis Obispo region are entering an era of resource limits and financial constraints, with changing societal goals and socioeconomic conditions requiring more efficient use of the existing transportation system.
2. The State is requiring regions to reduce Vehicle Miles of Travel, and transportation-related greenhouse gas emissions, maximize efficient use of the existing system and implement "Complete Streets" improvements to accommodate all users.

#### Goal

Implement a comprehensive strategy for the maintenance and improvement of:

State Highways, Routes of Regional Significance, and major local streets and roads; reduce peak hour traffic and provide for safe, efficient, convenient and reliable movement of people and commodities.

Maintain a balanced transportation system improvement strategy, emphasizing system efficiency, intermodal connectivity, and increased alternative transportation modes and traffic reduction strategies to reduce vehicular travel, and greenhouse gas emissions.

#### Intermodal Opportunities

- Encourage implementation of "Complete Streets" integrating pedestrian, bicycle and transit facilities
- Create an effective pedestrian and bicycle network

#### Chapter 6: Non-Motorized Transportation

Non-motorized transportation includes facilities that make it easier to travel by walking and bicycling, these include bikeways (Class I, II, and III), sidewalks, boardwalks, multi-use paths. It also includes traffic control devices that make it easier for bicyclists and pedestrians to interface with vehicles (pedestrian activated crosswalks, bulb outs, and improved signage). It also includes streetscape improvements such as street trees, trash cans, benches and other street furniture. It also includes land acquisitions that secure resources for future non-motorized amenities.

SLOCOG has consistently taken a multimodal approach to transportation throughout the region. A new State law and a national movement for "complete streets" concepts validate this multimodal approach. Providing facilities for all users (bicyclists, pedestrians, transit users, of all ages and abilities) provides many benefits to the region: safety, health, reduction in congestion and vehicle generated emissions, and a vital active community core.

The non motorized chapter focuses on goals, policies and projects that:

1. Complete regional bikeway connections for capable riders and novice riders or recreational cyclists
4. Provide recreational opportunities for walking, bicycling, and horseback riding through open space preservation and recreation trail support

#### Goals

Develop and maintain a safe and efficient regional bicycle and pedestrian network that promotes bicycling and walking as viable transportation choices for users of all ages and abilities. Encourage safe and efficient connections between transportation modes such as park and ride lots, transit facilities and destinations for motor vehicles; as well as providing low emission recreational activities such as hiking and mountain biking. This is achieved through the following objectives:

- Closing gaps in existing bikeways / pedestrian facilities
- Creating walkable community cores
- Connecting all communities in the County with bicycle facilities
- Identifying and breaking down barriers to bicycling and walking
- Preserving recreational facilities for bicycle and pedestrian access
- Prioritizing and supporting projects that meet the goal of the program



## *What are the Key Trends in Non Motorized Transportation*

New State laws place an increased focus on developing more Livable Communities and Complete Streets: Three new State Legislative actions address non-motorized transportation they are the following: AB 1358 The Complete Streets Act of 2008, AB 32 Global Warming Solutions Act of 2006, and SB 375 (2008) Sustainable Communities Strategy.

Cyclist and pedestrian system demand will grow in both urban and rural areas: Forecasted population increases near employment and activity centers will generate more opportunity for short bicycle/pedestrian trips in target areas. However, demand for bicycle and pedestrian facilities will continue to grow in all areas of the region and additional resources will be needed to meet the both local needs and connections between communities.

More centralized growth will provide opportunities to allow efficient bike and pedestrian usage: The projected trend is for 'Target Development Areas' to absorb an increasing share of the future population growth and for the densest areas to become focal points in the region, thus enabling more commute trips that can be made by bicycling and walking. A stronger focus on pedestrian facilities will be needed in downtown cores and high activity areas. Additional safe bicycle and pedestrian options will be needed in areas around schools and senior centers.

Meeting the needs of all users will require more types of facilities: A variety of facility types will be needed to meet the demands of all users. Examples include more Class I facilities for youth and the elderly, better way-finding, shorter crossing distances (refuge medians, bulb outs), or longer pedestrian signal timing. Improvements in Class II and III connector routes from less densely populated areas into the target development areas will be necessary, as will closure of existing gaps in connectivity of all facility types.

Assembly Bill 1358, the Complete Streets Act of 2008 requires all jurisdictions to address the needs of all users in their Circulation Element update. "All users" include: bicyclists, pedestrians, youth, the elderly, ADA compliance, and transit. This new provision doesn't mean that pedestrian and bike facilities have to be built on all roads, but it does represent a shift in mind-set about who roads are for.

## *Policies*

NM 1. Promote development of a coordinated and connected regional bikeway system with emphasis on linking gaps of the regional system where appropriate bikeways do not exist.

NM 2. Promote livable community cores and a well connected bike and pedestrian system that promote walking and bicycling.

NM 5. Pursue plans to develop multi-use trails, Class I and II bikeways, and boardwalks connecting commuter, major destinations, and recreational areas using utility, rail (abandoned and active), and roadway rights-of-way throughout the region.

NM 6. Encourage the development of boardwalks, Class I and II bikeways, and recreational trails that travel through and connect to scenic areas or other recreation destinations in both the Coastal Trail and Anza Trail Corridors; encourage joint projects with Santa Barbara and Monterey counties and state parks to provide bikeways linking the two areas.

## *Strategies*

8. Require Class II bike lanes on all major arterials and collectors that use regional funding; and widened shoulders on rural routes frequented by commuter and recreational cyclists.

10. Support and fund planning, environmental, design and construction of bicycle and pedestrian facilities in all parts of the region.

13. Investigate use of rail, utility, water, or oil pipeline easements for use as multi-use trails.

14. Identify and support land acquisitions to provide through access for bicycle, pedestrian, and equestrian recreationalists and commuters.

## *Other Non-Motorized Projects*

### *Regional Trails*

There are several significant regional trail corridors in San Luis Obispo County. They include one national trail (Juan Bautista de Anza), one state trail (California Coastal Trail), and two regionally recognized trails: the Bob Jones City to Sea Bike Path and the Chorro Valley Trail. Once built, these regional bicycle and pedestrian corridors will provide recreational benefits for residents and visitors, as well as providing bicycle commute options. The following section briefly describes each of the trail corridors, their status to date, and future projects along the corridors.

### *Juan Bautista de Anza Trail Corridor*

The 1,200 mile Juan Bautista de Anza trail, which is part of the National Parks System, begins in Nogales, Arizona and terminates in San Francisco, California. This national trail enters the county just north of Guadalupe, California and follows Highway 1 to near Pismo Beach, where it heads north/inland close to Price Canyon Road and SR 227, the corridor travels north through San Luis Obispo, along Highway 101 up to Santa Margarita, then follows the Salinas River to Paso Robles, where it turns west and travels north through Camp Roberts, just east of Nacimiento Lake Drive.

While there are no specific funding sources available for Anza Trail projects, the national parks service does certify trail sections that meet the Anza Trail requirements and has a cost sharing

program that will provide a 50 percent match up to \$30,000 per project. Certified Anza Trail sections are able to use the Anza trail emblem and may have interpretive signs about the trail. The Mission Plaza in San Luis Obispo is an example of a local section of the Anza Trail Corridor.

#### *Projects on the corridor:*

A study of the Anza Trail in the North County (referred to as the Salinas River Trail) is also shown in the project list, to be started in the short to mid term. This study will address existing and future trail easements and constraints along the Anza Trail Corridor from Santa Margarita north to Paso Robles. The Salinas River section of the Anza Trail Corridor will continue north (deviating from the Anza Trail corridor) and continue into San Miguel, connecting the northernmost community in the region.

### **San Luis Obispo County General Plan – Agriculture Element**

#### *C. Agricultural Goals, Policies, Implementation & Programs.*

##### *AG3: Protect Agricultural Lands.*

*b. Maintain and protect agricultural lands from inappropriate conversion to non-agricultural uses. Establish criteria in this element and corresponding changes in the Land Use Element and Land Use Ordinance for when it is appropriate to convert land from agricultural to non-agricultural designations.*

*c. Maintain and strengthen the county's agricultural preserve program (Williamson Act) as an effective means for long-term agricultural land preservation.*

##### *AGP6: Visitor Serving and Retail Commercial Use and Facilities.*

*a. Allow limited visitor serving and incidental retail use and facilities in agricultural areas that are beneficial to the agricultural industry and farm operators and are compatible with long-term agricultural use of the land. Such uses shall be clearly incidental and secondary to the primary agricultural use of the site and shall comply with the performance standards in the LUO.*

*b. Locate the visitor serving and incidental retail use off of productive agricultural lands unless there are no other feasible locations. Locate new structures where land use compatibility, circulation, and infrastructure capacity exist or can be developed compatible with agricultural uses.*

##### *AGP17: Agricultural Buffers.*

*a. Protect land designated Agriculture and other lands in production agriculture by using natural or man-made buffers where adjacent to non-agricultural land uses in accordance with the agricultural buffer policies adopted by the Board of Supervisors.*

##### *AGP18: Location of Improvements.*

*a. Locate new buildings, access roads, and structures so as to protect agricultural land.*

##### *AGP31: Recreational Use of Agricultural Lands.*

*a. Encourage recreational uses on privately-owned lands on a case-by-case basis where such uses are compatible with on- and offsite agriculture and with scenic and environmentally sensitive resources.*

##### *AGP32: Trail Access to Public Lands.*

*a. In accordance with the County Parks and Recreation Element, access trails shall not conflict with agriculture or environmentally sensitive resources.*

*b. Provide sufficient policing and maintenance so that trails do not result in trespass or in damage to sensitive resources, crops, livestock, other personal property, or individuals.*

##### *AGP33: Archaeological and Cultural Sites.*

*a. When reviewing discretionary development, protect sensitive archaeological and cultural sites by avoiding disturbance where feasible.*

*b. If sensitive sites cannot be avoided, mitigate the impact of development to the maximum extent feasible.*

##### *AGP34: Historical Resources.*

*a. When initiated by landowners, protect the character of significant historical features and settings by implementing the recommendation for historical resources found in the Cultural Resources chapter of the Conservation and Open Space Element.*

### **San Luis Obispo County General Plan – Conservation and Open Space Element**

#### *Biological Resources*

*Policy BR 1.1 Protect Sensitive Biological Resources. Protect sensitive biological resources such as, wetlands, migratory species of the Pacific flyway, and wildlife movement corridors through:*

- 1) environmental review of proposed development applications, including consideration of cumulative impacts,*
- 2) participation in comprehensive habitat management programs with other local and resource agencies, and*
- 3) acquisition and management of open space lands that provide for permanent protection of important natural habitats.*





*Policy BR 1.2 Limit Development Impacts. Regulate and minimize proposed development in areas that contain essential habitat for special-status species, sensitive natural communities, wetlands, coastal and riparian habitats, and wildlife habitat and movement corridors as necessary to ensure the continued health and survival of these species and protection of sensitive areas.*

*Policy BR 1.15 Restrict Disturbance in Sensitive Habitat during Nesting Season. Avoid impacts to sensitive riparian corridors, wetlands, and coastal areas to protect bird-nesting activities.*

*Implementation Strategy BR 1.15.1 Identify setbacks from bird nesting areas. Design land divisions and development with adequate setbacks from sensitive habitat areas that are occupied during the nesting season to protect bird nesting, rearing, and fledging activities.*

*Implementation Strategy BR 1.15.2 Preconstruction surveys for bird nesting areas. Require preconstruction surveys, using established protocols, where development is proposed in sensitive habitat areas during the nesting season in order to protect nests in active use.*

*Policy BR 2.6 Development Impacts to Listed Species. Ensure that potential adverse impacts to threatened, rare, and endangered species from development are avoided or minimized through project siting and design. Ensure that proposed development avoids significant disturbance of sensitive natural plant communities that contain special-status plant species or provide critical habitat to special-status animal species. When avoidance is not feasible, require no net loss of sensitive natural plant communities and critical habitat areas.*

*Implementation Strategy BR 2.6.1. Use of biological resource surveys. Require applications for discretionary projects and land divisions to provide a biological resource survey performed by a qualified biologist when needed to address special-status animal and plant species and their associated habitats.*

*Policy BR 2.8 Invasive Plant Species. Promote and support efforts to reduce the effects of noxious weeds on natural habitats. The County will work with local resource and land management agencies to develop a comprehensive approach to controlling the spread of non-native invasive species and reducing their extent on both public and private land.*

*Implementation Strategy BR 2.8.3 Require removal of invasive exotic plants. Require the removal of invasive exotic plant species, to the extent feasible, when reviewing discretionary development projects, and include monitoring to prevent re-establishment in managed areas. Support educational programs that inform property owners about appropriate vegetation management techniques.*

*Policy BR 4.1 Protect Stream Resources. Protect streams and riparian vegetation to preserve water quality and flood control functions and associated fish and wildlife habitat.*

*Implementation Strategy BR 4.1.1 Approach to Stream Protection. Require preservation of natural streams and associated riparian vegetation in an undisturbed state to the greatest extent feasible in order to protect banks from erosion, enhance wildlife passage-ways, and provide natural greenbelts.*

*Policy BR 4.5 Encourage Stream Preservation on Private Lands. Encourage private landowners to protect and preserve stream corridors in their natural state and to restore stream corridors that have been degraded.*

*Policy BR 4.6 Encourage Stream Preservation on Public Lands. Protect stream and riparian corridors in their natural state on public lands.*

*Policy BR 5.1 Protect Wetlands. Require development to avoid wetlands and provide upland buffers.*

*Implementation Strategy BR 5.1.1 Wetland delineations for new development. Require development applications to include wetland delineation for sites with jurisdictional wetlands and wetlands that support rare, threatened, or endangered species and to demonstrate compliance with these wetlands policies, standards, and criteria, and with state and federal regulations.*

*Implementation Strategy BR 5.1.2 Avoidance of wetlands. Amend the Land Use Ordinance to require development to avoid wetlands and transition zones. If avoidance of wetlands is not feasible, require the provision of replacement habitat onsite through restoration and/or habitat creation, provided that no net loss of wetland area, wetland function, and habitat values occurs. When on site wetland mitigation is not feasible, provide for offsite mitigation.*

*Implementation Strategy BR 5.1.3 Wetland impact mitigation measures. Amend the Land Use Ordinance to incorporate wetland impact mitigation measures that accomplish the following objectives:*

- a. Prevent net losses in wetland acreage, functions, or values.*
- b. Minimize any short-term loss and modification to wetlands.*
- c. Establish setbacks to protect adjacent upland habitat to provide an adequate buffer.*
- d. Permanently protect and manage mitigation sites for open space and wildlife habitat purposes.*
- e. Give priority to restoration of wetlands over creation of new replacement wetlands.*
- f. Minimize the need for ongoing maintenance.*
- g. Monitor the success of the restoration project and modify mitigation measures as needed.*

*h. Require mitigation that is commensurate with adverse impacts of the wetland alteration and provide similar values to and greater wetland acreage than those of the wetland area adversely affected.*

*i. Require performance bonds for habitat creation and enhancement projects.*

*Policy BR 6.1 Avoid Impacts to Fisheries. Require all proposed discretionary land use projects and land divisions to avoid impacts to freshwater and saltwater fisheries and wildlife habitat to the maximum extent feasible. When avoidance is not feasible, offset potential losses of fisheries and wildlife.*

*Policy BR 7.4 Sedimentation. Support efforts on public and private lands to keep Chorro Creek, Los Osos Creek, and other watercourses free of excessive sediment and other pollutants to maintain freshwater flow into the Morro Bay National Estuary and the Monterey Bay National Marine Sanctuary, nurture steelhead trout, and support other plant and animal species. On County-owned lands, implement Best Management Practices in order to reduce sediment transport to coastal waters.*

#### Cultural Resources

*Policy CR 3.1 Historic Preservation. The County will provide for the identification, protection, enhancement, perpetuation, and use of features that reflect the County's historical, architectural, Native American, archaeological, cultural, and aesthetic heritage.*

*Policy CR 4.2 Protection of Native American Cultural Sites. Ensure protection of archaeological sites that are culturally significant to Native Americans, even if they have lost their scientific or archaeological integrity through previous disturbance. Protect sites that have religious or spiritual value, even if no artifacts are present. Protect sites that contain artifacts, which may have intrinsic value, even though their archaeological context has been disturbed.*

*Policy CR 4.4 Development Activities and Archaeological Sites. Protect archaeological and culturally sensitive sites from the effects of development by avoiding disturbance where feasible. Avoid archaeological resources as the primary method of protection.*

*Policy CR 4.5 Paleontological Resources. Protect paleontological resources from the effects of development by avoiding disturbance where feasible.*

*Policy CR 4.6 Resources-Based Sensitivity. Protect archaeological resources near streams, springs and water sources, rock outcrops, and significant ridgetops, as these are often indicators of the presence of cultural resources.*

*Policy OS 1.4 Retention of Public Lands for Open Space. Retain land in public ownership that has potential for recreation, wildlife habitat and management, conservation of ecosystems, water conservation, or scenic, historic, or other important open space purposes.*

#### Open Space Resources

*Policy OS 1.7 Open space resource protection. Protect open space resources by guiding development away from rural areas to more suitable areas.*

*Policy OS 2.9 Recreational use of publicly owned open space. Continue to establish and implement policies and management strategies to provide recreational use of open space. (Also refer to the Parks and Recreation Element and Policy AG 32 in the Agriculture Element.)*

*Implementation Strategy OS 2.9.1 Recreation on public Lands. Work closely with other agencies to plan and provide recreational use of publicly owned open space.*

*Implementation Strategy OS 2.9.2 Minimize recreation Conflicts. Manage park sites and recreation areas to protect scenic and environmentally sensitive resources, and to not conflict with agricultural or other rural land uses addressed in the Agriculture Element.*

#### Soils

*Policy SL 1.2 Promote Soil Conservation Practices in All Land Uses. Require erosion and sediment control practices during development or other soil-disturbing activities on steep slopes and ridgelines. These practices should disperse stormwater so that it infiltrates the soil rather than running off, and protect downslope areas from erosion.*

*Policy SL 1.3 Minimize Erosion associated with New Development. Avoid development, including roads and driveways, on the steeper portions of a site except when necessary to avoid flood hazards, protect prime soils, and protect sensitive biological and other resources. Avoid grading and site disturbance activities on slopes over 30%. Minimize site disturbance and protect existing vegetation as much as possible.*

*Policy SL 2.1 Protect Watersheds and Aquifer Recharge Areas. Give high priority to protecting watersheds, aquifer-recharge areas, and natural drainage systems when reviewing applications for discretionary development.*

*Policy SL 3.1 Conserve Important Agricultural Soils. Conserve the Important Agricultural Soils mapped in Figure SL-1 and listed in Table SL-2. Proposed conversion of agricultural lands to non-agricultural uses shall be evaluated against the applicable policies in this COSE and in the Agriculture Element, including policies such as Policies AGP 18 and AGP 24.*



### Visual Resources

*Policy VR 2.1 Develop in a manner compatible with Historical and Visual Resources. Through the review of proposed development, encourage designs that are compatible with the natural landscape and with recognized historical character, and discourage designs that are clearly out of place within rural areas.*

*Policy VR 4.2 Balanced Protection. Balance the protection of scenic resources with the protection of biological and agricultural resources that may co-exist within the scenic corridor.*

*Policy VR 5.1 Retain Existing Scenic Access. Encourage Caltrans to maintain existing scenic vista points. Where vista points and turnouts must be eliminated due to bluff erosion, other hazards, or operational needs, they should be replaced in reasonable proximity if feasible.*

*Policy VR 5.2 Create New Scenic Access. The County and Caltrans, as applicable, should identify, construct, and maintain additional scenic overlooks, turnouts, or vista points along designated scenic corridors.*

*Vista points, overlooks, and turnouts should include parking, support facilities, and interpretive features as appropriate.*

*Policy VR 6.1 Urban Design. Ensure that new multi-family residential, mixed-use, and commercial or other non-residential development in the urban and village areas is consistent with local character, identity, and sense of place.*

*Policy VR 7.1 Nighttime Light Pollution. Protect the clarity and visibility of the night sky within communities and rural areas, by ensuring that exterior lighting, including streetlight projects, is designed to minimize nighttime light pollution.*

### Water Resources

*Goal 6. Damage to life, structures, and natural resources from floods will be avoided.*

### **San Luis Obispo County General Plan – Parks and Recreation Element**

*Parks Goal, Objective and Policies.*

*Objective A: Maintain and improve as well as provide new and expanded parks and recreation within the County consistent with Chapter 8 Parks and Recreation Project List, and the County's available funding.*

*Policy 2.3. When developing parkland:*

- 1. Prepare adequate studies to determine site constraints.*
- 2. Prepare and implement a master plan for the site.*
- 3. Provide reasonable buffers between existing uses and the new park facilities in order to reduce impacts.*

*4. Use joint use opportunities and adopt-a-park programs as they are available.*

*Policy 2.4. Preserve County parkland for active and passive recreation.*

*OBJECTIVE B: Provide new and expanded recreation within the County consistent with Chapter 8 Parks and Recreation Project List, and the County's available funding.*

*General Recreation.*

*Policy 3.1. To provide an equitable distribution of recreation throughout the County, County Parks should attempt to provide new or expanded recreation (as a first priority) in those Planning Areas that have:*

- 1. Experienced faster growth rates.*
- 2. Very limited existing park acreage and/or recreation opportunities in relation to population density. When assessing existing park acreage and/or recreation opportunities consider parks and recreation offered by all entities provided that entity offers comparable service to the County's unincorporated population.*

*Trails.*

*Objective C. Provide a viable multi-use trail system which is protective of private property interests and public resources, and consistent with Chapter 8 Parks and Recreation Project List.*

*Policy 3.7. County Parks shall consider as the highest priority those trail projects which:*

- 1. Are on land owned or operated by the County, including public rights of way.*
- 2. Connect urban communities or provide access to recreation areas.*
- 3. Complete a trail corridor, where only small portions are missing.*
- 4. Will be popular due to their length or location.*
- 5. Offer alternative transportation.*
- 6. Solve a safety concern.*
- 7. Include a funding source.*
- 8. Minimize costs of development and maintenance.*

*Policy 3.8. To protect the interests of adjacent land uses (both public and private) and the environment, trail projects shall:*

- 1. Be consistent with the standards in the General Plan including the County's Agriculture and Open Space Element.*
- 2. Stay as far away as reasonable from production agriculture, commercial activities and residences.*
- 3. Be built to minimize impacts to sensitive resources.*



4. Provide signs that identify permitted trail uses; directions to relevant public areas; and provide for safety and protection of trail users and adjacent private property.

5. Provide trail fencing where necessary to discourage trespass onto neighboring land and to protect sensitive resources.

6. Impose enforceable limitations on the trail use, as appropriate.

7. Be designed and constructed consistent with the trails standards contained in Appendix B of this document.

*Policy 3.10. Extensive trail systems, such as the California Coastal Trail, the Juan Bautista de Anza and the Salinas River Trails, will generally be developed in a series of shorter, but viable, segments. Such segments shall not be constructed until a viable link can be established connecting residential communities, parks, staging areas, or other public points of interest.*

*Policy 3.11. Eminent domain will not be used for trail establishment.*

*Policy 3.12. Where public lands are not available or adequate to accommodate a public trail, a trail dedication in easement or fee across private property shall be considered and may be obtained only in the following instances:*

1. From a willing seller or donor.
2. As part of a New Town or Specific Plan that would create urban uses.
3. As a condition of a project approval, subject also to Policy 3.13:
  - a. For land designated Agriculture when:
    - i. A general plan amendment would change the land use category from Agriculture to another land use category; or
    - ii. A discretionary project that would convert agricultural land to uses<sup>10</sup> not related to agriculture; or
    - iii. A cluster subdivision would create eight or more residential parcels.
  - b. For land not designated Agriculture, but in production agriculture, when a discretionary project including a subdivision would convert land to uses<sup>11</sup> not related to production agriculture as determined by the County Agricultural Commissioner's office.
  - c. For all other land not excluded under (a) and (b) above, for any discretionary project (parcel map, tract map, development plan, minor use permit, conditional use permit, etc.)

*Policy 3.13. When a trail dedication is required as a condition of a discretionary permit, the required trail dedication must:*

1. Be proportional to the level of development being proposed;

2. Have an appropriate nexus to the effects of the permit;

3. Be shown on an adopted plan or be a New Town or Specific Plan development as noted in Policy 3.12 (2) above;

4. Result in no long term, unmitigable environmental impacts; and

5. Comply with all applicable local, state and federal laws and regulations.

*Policy 3.14. Prior to the construction and/or County acceptance of a public trail corridor, the approving authority must make findings that:*

1. Sufficient funds are available for the trail's on-going maintenance; and
2. The liability for the trail has been addressed pursuant to Policy 3.15.

*Policy 3.15. The County shall fully indemnify, protect and hold harmless (including all costs and attorney fees) private property owners who dedicate or grant a public trail easement from, and against, those risks and damages that arise out of the usage of the trail easement by the public and which, in good conscience, should not be borne by the private property owner.*

*Special Places Goal, Objectives and Policies.*

*Policy 4.3. When addressing changes in natural areas:*

1. Be consistent with an approved master plan. Within the master plan include items such as environmental education, passive recreation, and methods for resource protection and restoration.
2. Provide adequate buffers between the natural area and adjacent urban or rural uses.
3. Seek joint use opportunities and adopt-a-natural area programs as they are available.

*Funding, Acquisition, Development and Maintenance Goals, Objectives and Policies.*

*Objective H. Develop a funding mechanism that provides for acquisition, development and maintenance of parks, recreation, natural areas, and coastal access, taking advantage of collaborative agreements and volunteers.*

*Maintenance.*

*Policy 6.4. Prior to accepting or developing a new park, County Parks shall determine the long-term maintenance and operating costs associated with the proposed project. The County shall not develop the park until adequate funds are available for maintenance.*

*Policy 6.8. When maintaining park, recreation and natural area facilities attempt to minimize signs and other structures that may impact the aesthetics of the facility.*



## San Luis Obispo County General Plan – Safety Element

### Water Hazards.

*Goal S-2. Reduce damage to structures and the danger to life caused by flooding, dam inundation and tsunami.*

### Geologic and Seismic Hazards.

#### Implementation Measures.

*Standard S-55: The County will require geotechnical studies to be performed for habitable or important structures (as defined by the building code) sited in areas having moderate to high liquefaction potential as defined in Table 4-15 of the Technical Background Report. The geotechnical study should evaluate the potential for liquefaction and/or seismic related settlement to impact the development, and mitigation to reduce these potential impacts, if needed.*

### Geologic and Seismic Hazards.

#### Policy S-21: Slope Instability.

*The County acknowledges that areas of known landslide activity are generally not suitable for residential development. The County will avoid development in areas of known slope instability or high landslide risk when possible, and continue to encourage that developments on sloping ground use design and construction techniques appropriate for those areas.*

#### Implementation Measures

*Standard S-56: for developments in areas of known slope instability, landslides, or slopes steeper than 20 percent, the stability of slopes shall be addressed by registered professionals practicing in their respective fields of expertise.*

*Standard S-57: New development will not be permitted in areas of known landslide activity unless development plans indicate that the hazard can be reduced to a less than significant level prior to beginning development.*

*Standard S-59: Development proposals will be required to mitigate the impacts that their projects contribute to landslides and slope instability hazards on neighboring property, and appurtenant structures, utilities, and roads; such as emergency ingress and egress to the property, and loss of water, power or other lifeline facilities.*

*Standard S-60: Enforce current building code requirements and applicable ordinances and sections of the General Plan that pertain to development on sloping ground.*

*Standard S-61: Require slope stability evaluations for new developments in area of moderate or higher landslide risk as indicated in the Technical Background Report.*

## San Luis Obispo County Code - Title 22, Land Use Ordinance

### 22.14.080 - Historic Site (H)

#### A. Purpose.

*The Historic Site (H) combining designation is applied to recognize the importance of archaeological sites and historic sites, structures and areas important to local, state, or national history. These standards are intended to protect archaeological resources, historic structures and sites by requiring new uses and alterations to existing uses to be designed with consideration for preserving and protecting these resources.*

*C. Permit and processing requirements. The following standards apply to development proposals within an H combining designation.*

#### 1. Minor Use Permit required.

*Minor Use Permit approval is required for all new structures and uses within an H combining designation, and also for any modifications to existing historic structures within an H combining designation, including restoration or alteration that changes the historic or architectural character of the structure, demolition or relocation, except for minor exterior or interior alterations that do not materially change the historic character of the structure.*

#### 2. Application content.

*Applications for projects within an H combining designation shall include a description of measures proposed to protect the historic resource identified by the Land Use Element (Part II).*

#### 3. Environmental determination.

*The initial study shall evaluate the potential effect of the proposed project upon the visual character of the historic site or district, and evaluate the other direct and indirect effects of the new construction upon the actual archeological resources or historic structures.*

#### 4. Required findings for approval.

*A land use permit application within an H combining designation shall be approved only where the Review Authority first makes all the following findings, where applicable:*

##### a. Archaeological resources.

*Where an H combining designation is applied to identify areas of archaeological resources (historic and prehistoric), project approval shall require the following findings:*

*(1) The site design and development as finally proposed incorporates adequate measures to ensure the archaeological resources will be acceptably and adequately protected; or*

*(2) Where site design and development proposals cannot feasibly be changed, and intrusion into or disturbance of historic or prehistoric archaeological resources will result, that construction will use appropriate methods to protect the integrity of the site, including possible relocation of graves and artifacts.*

*b. Historic structures, landmarks and districts.*

*Where an H combining designation is applied to identify historic structures, landmarks, or districts, project approval shall require the following findings:*

*(1) The height, bulk, location, structural materials, landscaping and other aspects of the proposed use will not obstruct public views of the historic structure or of its immediate setting;*

*(2) Any proposed alteration or removal of structural elements, or clearing of landscaping or natural vegetation features will not damage or destroy the character of significant historical features and settings;*

*(3) Any proposed remodeling or demolition is unavoidable because it is not structurally or economically feasible to restore or retain existing structures or features.*

**22.14.100 - Sensitive Resource Area (SRA)**

**A. Purpose.**

*The Sensitive Resource Area (SRA) combining designation is applied to areas of the county with special environmental qualities, or areas containing unique or endangered vegetation or habitat resources. The purpose of these combining designation standards is to require that proposed uses be designed with consideration of the identified sensitive resources, and the need for their protection.*

**B. Applicability of standards.**

*The standards of this Section apply to all uses requiring a land use permit that are located within a SRA combining designation, except agricultural uses not involving buildings, agricultural accessory buildings exempted from permit requirements by Section 22.06.040.E, and one single-family dwelling on a single lot of record.*

**C. SRA permit and processing requirements.**

*The land use permit requirements established by Section 22.06.030 (Allowable Land Uses and Permit Requirements), and Article 4 (Standards for Specific Land Uses), are modified for the SRA combining designation as follows:*

**1. Initial submittal.**

*The type of land use permit application to be submitted shall be as required by Section 22.06.030, Article 4, or by planning area standards (Article 9). The application will be used as the basis for an environmental determination in compliance with Subsection C.3, and depending on the result of the environmental determination, the applicant may be required to amend the application to a Conditional Use Permit application as a condition of further processing of the request (see Subsection C.4).*

**2. Application content.**

*Land use permit applications for projects within a SRA shall include a description of measures proposed to protect the resource identified by the Land Use Element (Part II) area plan.*

**3. Environmental determination.**

*When a land use permit application has been accepted for processing as set forth in Section 22.60.050.A (Determination of Completeness), it shall be subject to an environmental determination in compliance with the California Environmental Quality Act (CEQA).*

**4. Final permit requirement and processing.**

*a. If an environmental determination results in the issuance of a proposed negative declaration, the land use permit requirement shall remain as established for the initial submittal.*

*b. If an environmental impact report is required, the project shall be processed and authorized only through Conditional Use Permit approval (Section 22.62.060).*

**5. Required findings.**

*A Minor Use Permit or Conditional Use Permit application within a SRA shall be approved only where the Review Authority can make the following required findings:*

*a. The development will not create significant adverse effects on the natural features of the site or vicinity that were the basis for the SRA designation, and will preserve and protect such features through the site design.*

*b. Natural features and topography have been considered in the design and siting of all proposed physical improvements.*

*c. Any proposed clearing of topsoil, trees, or other features is the minimum necessary to achieve safe and convenient access and siting of proposed structures, and will not create significant adverse effects on the identified sensitive resource.*

*d. The soil and subsoil conditions are suitable for any proposed excavation; site preparation and drainage improvements have been designed to prevent soil erosion and sedimentation of streams through undue surface runoff.*

**D. Minimum site design and development standards.**

*All uses within a SRA shall conform to the following standards:*

*3. Construction and landscaping activities shall be conducted to not degrade lakes, ponds, wetlands, or perennial watercourses within an SRA through filling, sedimentation, erosion, increased turbidity, or other contamination.*





4. Where an SRA is applied because of prominent geological features visible from off-site (such as rock outcrops), those features shall be protected and remain undisturbed by grading or development activities.

5. Where an SRA is applied because of specified species of trees, plants or other vegetation, such species are not to be disturbed by construction activities or subsequent operation of the use, except where authorized by Conditional Use Permit approval.

### Grading and Drainage

#### 22.52.080 - Alternative Review Program

The applicant may elect to use the Alternative Review Program for those projects in compliance with Subsection B (below). This process allows an applicant to obtain technical assistance, inspection and sign-off by either the Natural Resources Conservation Service (NRCS) or the Resource Conservation District (RCD). An Alternative Review Form shall be completed and submitted to the County to verify that the project qualifies for the Alternative Review Process prior to commencement of any grading activities.

#### B. Projects allowed under the alternative review program.

7. Trail and recreation enhancements. If a land use permit is required under this ordinance to establish a recreational facility, no grading shall occur until the appropriate approvals have been secured.

### City of Atascadero General Plan Land Use, Open Space and Conservation Element

#### II. Land Use, Open Space and Conservation Element

#### E. Land Use, Open Space, and Conservation Goals, Policies and Programs

##### 4. Park and Recreation Policies

Goal LOC 11. Provide an adequate supply of City park facilities to all Atascadero residents.

Policy 11.1: Acquire parkland needed for future development of park and recreation facilities and ensure that park improvements are consistent with adopted master plans to accommodate future growth.

#### Programs:

7. Require new subdivisions along the Salinas River to provide controlled public access to the Salinas River and De Anza Trail for pedestrian and equestrian recreation.

8. Support the development of equestrian staging areas and trail systems throughout the community including a Salinas River / De Anza trailhead at the north end of town and other appropriate locations.

11. Future development of the Eagle Ranch property shall include a system of parks, recreation facilities, trails, and equestrian facilities.

### III. Circulation Element

#### C. Alternate Transportation

Atascadero has a limited bikeway system confined mainly to portions of El Camino Real and Traffic Way. The General Plan seeks to expand this system into a comprehensive bikeway and trail system. The system will utilize a combination of Class I, Class II, Class III, and multi-purpose trails to provide for both the bicycle commuting and recreation needs of the community. Trailhead and staging areas that provide for controlled access to the Salinas River and historic De Anza Trail will be part of the system.

#### G. Circulation Goals, Policies, and Programs

Goal CIR 2: Provide for walkways, horse trails, and bikeways without curbs and sidewalks in rural areas. Provide a comprehensive system of routes to schools and parks which include creekside trails.

Policy 2.1: Provide for a comprehensive system of creekside trails, roadside pathways, equestrian trails, multi-use trails and bikeways to connect neighborhoods, schools, commercial, and recreation areas, in accordance with the Bikeway and Trail Plan.

#### Programs:

4. Road abandonment request shall be reviewed for potential trail locations. Where roads are not desirable but pedestrian access would provide a public benefit a trail right-of-way shall be provided.

5. Access, protection, and expansion of the historic De Anza Trail is a high priority.

6. Local bikeway and trail projects shall be coordinated with regional projects whenever possible.

7. Develop a trail master plan for Atascadero Creek between Carmelita Road and the Salinas River.

8. A pedestrian and bicycle connection between Atascadero and Templeton shall be coordinated with SLOCOG, San Luis Obispo County and Caltrans.

9. Provide a system of pedestrian and equestrian trailhead access points to the Salinas River corridor that prevent motor vehicle access.

11. Work with private property owners on the west side of town to establish formal trails and maintain access to existing trails.

12. Plan for a pedestrian and equestrian bridge across the Salinas River at Curbaril Avenue.

### National Park Service

#### Atascadero Anza Trailhead Memorandum

6. A public assess easement at the northerly terminus of Chico Road which crosses Lots 2 and 5, Tract 2681. There will be access for hikers and cyclists. No parking is available.

7. A developed trailhead at Sycamore Avenue and Atascadero Creek at the exit from the Atascadero Mutual Water Company maintenance yard at 6575 Sycamore Road. Several vehicles can park in the parking area on the south side of Sycamore Avenue adjacent to the railroad tracks. There will be access for hikers and cyclists.

### City of Paso Robles Bicycle Master Plan

#### Bicycle Facilities:

#### Policies

The City shall provide safe bicycle routes between major destinations such as, commercial areas for shopping, entertainment and services, and employment centers, neighborhoods, schools and parks - consistent with this plan and the City's Circulation Element.

The City shall create bicycle facilities that are focused on the scenic qualities of Paso Robles such as the Salinas River.

Where bikeways are to be located within creekways, the Salinas River corridor or other natural areas, the City shall ensure that bridge structures utilize designs that minimize disturbance or damage to natural habitat areas. Bikeways in these areas should also minimize grading to the greatest extent possible.

The plan lists priority improvements, including Class 1 paths along the Salinas River and a bridge on the South Salinas River Trail at Charolais Road.

## E.7 Permitting

Because no specific projects have been identified within the master plan corridor, the discussion that follows provides a list of potential permits, processes, and environmental documentation that may be required for projects within the corridor. Table E-2 provides a list of potential permits, responsible (permitting) agencies, and documentation most likely to be required for trail projects not considered exempt from environmental review. Typical permitting processes are described in the following sections.

### E.7.1 Environmental Policy Act (NEPA)

NEPA is national policy promoting the enhancement of the environment and also established the President's Council on Environmental Quality (CEQ). NEPA includes procedural requirements for all federal government agencies to prepare Environmental Assessments (EAs) and Environmental Impact

Statements (EISs). EAs and EISs contain statements of the environmental effects of proposed federal agency actions. NEPA's procedural requirements apply to all federal agencies and can be implemented by Caltrans as well.

Because it is responsible for distribution of funds from the federal government to local agencies for the development of transportation projects, Caltrans has an agreement to act as the federal lead agency on behalf of the Federal Highway Administration (FHWA). Caltrans has developed a very specific process to ensure that these projects comply with NEPA. This process is outlined in their Standard Environmental Reference (SER) Handbook. The SER provides a single, standard reference on compliance with NEPA and related federal laws, executive orders, regulations, and policies. The SER is intended for state-wide use by local agencies and Caltrans. The SER also provides information on compliance with the California Environmental Quality Act (CEQA) and related state laws, executive orders, and regulations.

### E.7.2 Biological Resources Documentation

#### Wetland Delineation/Assessment

A Wetlands Delineation identifies wetland/waters under USACE jurisdiction for purposes of Section 404 of the Clean Water Act. The USACE will make the final determination of jurisdiction when the delineation is submitted for their review and approval. The Wetlands Assessment is a report that includes the results of the wetland delineation and an analysis of effects with respect to the proposed loss of wetland/waters functions and values. Proposed mitigation or compensation actions are also included in the assessment. These documents may also be used to satisfy RWQCB requirements for State Wetlands (Section 401).

#### Biological Assessment (BA)

Federal agencies are required to determine whether their actions (including providing funding for a local or state agency to implement a project) may affect listed (threatened or endangered) or proposed species and designated and proposed critical habitat. If a project may affect these resources, a written analysis of potential effects must be submitted to the United States Fish and Wildlife Service. This analysis is transmitted in a document referred to as a Biological Assessment.

#### Natural Environment Study (NES)

An NES is required for projects where Caltrans is the NEPA or CEQA lead agency. It describes the existing biological environment, summarizes technical documents, and describes how the project alternatives affect the environment. The NES is the technical basis for statements made in the environmental document concerning plants, animals, and natural communities occurring in the project study area.



## Habitat Mitigation and Monitoring Plan (HMMP)

An HMMP is prepared for various agencies and provides the concepts and direction for implementation and maintenance of the mitigation required to compensate for impacts to jurisdictional areas associated with a proposed project.

### E.7.3 Cultural Resources Documentation

#### Archaeological Survey Report (ASR)

The identification phase for cultural resources studies typically involves conducting a records search, consultation with Native Americans, conducting an archaeological field survey of the project Area of Potential Effects (APE), and documenting the results of the survey (both prehistoric and historical archaeological properties) in an Archaeological Survey Report (ASR).

#### Historic Resources Evaluation Report (HRER)

An HRER documents evaluations of historical archaeological resources. The HRER is also used to evaluate built-environment resources (structures such as bridges, residences, barns, levees, dams, etc.).

## Historic Properties Survey Report (HPSR)

The HPSR is the summary document that Caltrans uses as its consultation and decision-making document. Caltrans uses it to request State Historic Preservation Office's (SHPO) concurrence on determinations of eligibility or ineligibility for properties within the project area of effect that were evaluated as part of the project. It is considered an "umbrella document" which incorporates information from the ASR and HRER.

### E.7.4 Other Technical Studies

Depending on the specifics of proposed projects, other technical studies may also be required. These may include, but are not limited to, visual resources, engineering reports, hydraulic analysis, Section 4f (parks/open space) analysis, agriculture reports and traffic and parking studies.



**Table E-2: Potential Permits Needed**

Permit	Responsible Agency	Comments	Documentation Required
Clean Water Act Section 404 Nationwide Permit	USACE	Projects that potentially impact "Waters of the US" (Wetlands)	NEPA, Wetland Assessment, BA, HMMP
Clean Water Act Section 401 Water Quality Certification	RWQCB	Projects that potentially impact "Waters of the US" (Wetlands)	CEQA, Wetland Assessment, BA, HMMP
General Waste Discharge Requirement (WDR)	SWRCB/RWQCB	Projects disturbing >1 acre	SWPPP
1602 Streambed Alteration Agreement	CDFG	Projects that directly or indirectly disturb riparian vegetation or related habitat	CEQA, plant and animal surveys, HMMP
Incidental Take Permit	CDFG	Projects that impact State listed species	CEQA, plant and animal surveys, HMMP
Encroachment Permit	Caltrans	Projects located within Caltrans right-of-way	CEQA, NEPA, technical studies
Right of Entry Permit	State Agencies	Projects located within State property	CEQA, technical studies



# Salinas River Trail Master Plan



Signage and Wayfinding

F



# Signage and Wayfinding

## F.1 Signs

Signs and markings are an important component of safely directing and regulating bicycle, pedestrian and equestrian usage on regional trail facilities. The California Manual on Uniform Traffic Control Devices (CAMUTCD), Part 9 Traffic Controls for Bicycle Facilities, 2012, should be consulted for typical design standards. Consistency is key.

### F.1.1 Design and Placement

The CAMUTCD states that all signs shall be retro-reflectorized. Standard sizes for signs oriented towards cyclists and motor vehicle drivers should be as shown in Part 9. Vertical sign clearances from multipurpose paths shall be between four and five feet in height. Horizontal clearances shall be between three and six feet from path edge. The final striping, marking, and signing plan for the Salinas River Trail where it will occur on roadways or on multi-use paths will be resolved in the full trail design phase, and should be reviewed and approved by a licensed traffic engineer or civil engineer. This will be most important at locations where there are poor sight lines from the trail to cross-traffic (either pedestrian, cyclist or motor vehicle).

### F.1.2 Regulatory Signs

The purpose of trail regulations is to promote user safety and enhance the enjoyment of all users. Regulatory signs should state the rules and regulations associated with trail usage, as well as identify the managing agency, organization or group. It is imperative that before any trail is opened, trail use regulations are developed and posted at trailheads and key access points. Trail maps and informational materials might include these regulations as well.

Establishing that the trail facility is a regulated traffic environment, just like other public rights-of-way, is critical for compliance, and often results in a facility requiring minimal enforcement. An attorney can review the trail regulations for consistency with existing ordinances and enforceability. In some locations, it may be necessary to pass additional ordinances to implement trail regulations.

#### Typical Trail Regulations

- Hours of use
- Keep to the right except when passing
- Yield to oncoming traffic when passing
- Cyclists yield to pedestrians
- Cyclists give an audible warning when passing
- Travel no more than two abreast
- Dogs must be leashed
- Alcoholic beverages are not permitted on the trail
- Do not wander off trail onto adjacent properties

### F.1.3 Warning Signs

Warning signage alerts trail users of upcoming conditions, which may include steep grades, turns and roadway crossings. Warning signs should be installed in locations that provide trail users with ample time to react. Care must be taken not to place too many signs at crossings or they may overwhelm users and lose their impact. Sign selection, sizing, clearances and locations are specified in the CAMUTCD Part 9.

Warning signs should also be installed to alert vehicle drivers of the potential presence of trail users at intersections.

## F.2 Wayfinding Signs

Comprehensive and innovative map, marking and signing systems (collectively “wayfinding”) make trail and pathway networks outstanding. A good wayfinding system helps users know about, find, follow and enjoy the trail. A signage and directional system should be developed to inform and educate users about the Salinas River Trail and to help them find their way. An effective wayfinding plan depends on an accurate understanding of the trail system, including its routes, features, users, local origins and destinations, as well as the needs and abilities of those who maintain, manage and provide emergency services for the trail.

### F.2.1 Proposed Wayfinding Elements

#### Salinas River Trail Sign

An appropriate sign design for the entire corridor should be developed for use along roadways to identify access points and the trail itself.

#### Bicycle Guide Signs

Bicycle routes are identified through route signage using the standard “Bike Route” sign. CAMUTCD allows for an additional plaque under the route sign to reflect a numerical route and name designation. Supplemental plaques can be used to direct cyclists to high demand destinations, such as “To Downtown.” This plaque design could incorporate the Salinas River Trail signage symbology noted above to tie the wayfinding systems together.





## Map Kiosks

Kiosks provide trail users with their first impression of a trail. Map kiosks are freestanding information displays that orient users to the trail system and destinations, as well as provide rules of use and safety information. More than just a sign, the kiosks represent a meeting place for trail users to plan their route along the Salinas River Trail. Kiosks should provide detailed maps, “you are here” notations, major/minor entrances, landmarks, trailheads, parking lots, restrooms and other trail networks.

Though it can cost more to do so, kiosk maps should be oriented in the direction of the user viewing the map. This has been shown to significantly enhance user comprehension. In addition, such maps should only go to a level of detail that directly supports visualizing the area. Too literal an interpretation can actually lead to user confusion.

Kiosks can also detail trail etiquette and illustrate ecological or cultural interpretive information. Map kiosks should be located at trailheads, trail gateways and selected public gathering spaces.

## Directional Signs

Directional signs provide direction and distance information to major destinations and trail amenities. Clear, pedestrian-scaled signs and markers aid wayfinding and separation of user groups, if needed. Signs should be consolidated to avoid clutter and sign fatigue. Direction signs should be installed along trails at access points and major intersections. Many agencies take pride in their trail systems and may wish to add supplementary decals identifying themselves as the managing entity of particular segments.

## Confirmation Signs – Trail and Mile Markers

Confirmation signs provide visual reassurance of SRT identity and mark the trail. They also serve as trail distance markers. Mile markers are a small feature with large significance and are an important element of wayfinding along trails in open space areas. They allow users to track how far they have traveled and help people put their location in context by matching the marker to a map. Most trail users identify strongly with distance from home, distance from their favorite place, or simply with knowing a certain location based on its relationship to a mile point. Knowing one’s location on the trail is critical to assisting emergency responders trying to locate a person in distress. Mile markers should be located at half mile intervals along the corridor. Similar supplemental confirmation signs should be located at minor intersections where a route is not otherwise explicit.

## Interpretive Installations

Interpretive installations and signs can enhance the trail experience by providing information about the area’s history, culture and ecology. Installations may discuss local flora and

fauna, environmental issues, and other educational information. While interpretive features are often assumed to be sign elements, a variety of means may be used to convey interpretive information, including art pieces and interactive exhibits.

## Web Applications

Many open space management agencies are developing web-based mapping accessible via smartphones, or as downloadable maps for use in GPS devices. As these technologies mature along with their associated hardware and wireless infrastructure, it is conceivable that less signage will be necessary.

A notable recent hardware improvement is the Apple iPhone 5S, which incorporates new chip architecture that minimizes the battery drain inherent in using navigation functions. This allows users to leave their location-finding apps running constantly instead of powering off and on in an effort to conserve battery charge. It is likely that other manufacturers are already following suit, at least for their more advanced models.

An example of an app designed for outdoor use in an open space area is one offered by the San Dieguito Joint Powers Authority in San Diego County. It provides information on wildlife and plants, as well as detailed maps: <http://sdrpmobile.org>. This app depends on a robust wireless network since the information remains stored on a remote server.

## F.2.2 The Digital Future

Taking this technology to its logical next step, users could conceivably download maps or other information from trailhead kiosks directly onto their mobile devices using available QR app technology. The kiosk signage could even provide a series of QR tags, each one linked to a specific topic, allowing users to pick and choose what is of interest, rather than having to download more than they need or desire. This system would be particularly useful where wireless networks may not extend the entire distance of the trail system, forcing users to depend on their mobile devices alone to access desired information.

Finally, there are very likely to be situations where wearable heads-up displays such as Google Glass in combination with augmented reality (AR) apps will play a role in trail use, by enhancing the enjoyment and learning potential of outdoor activities. For example, a nature trail’s plants or a historic site’s elements could be marked with AR tags instead of written signs, allowing the user to access much richer information than is available via a typical marker.



# Salinas River Trail Master Plan



Cost Estimates







# Cost Estimates

## G.1 Estimating Methodology

Appendix G provides detailed planning-level cost estimates including planning, design, construction and other anticipated implementation costs. These estimates employ numerous assumptions about construction methods and associated requirements. The estimates and assumptions reflect the experience of the consultant team with similar projects. Unit costs were based on the County of San Luis Obispo Department of Public Works' *County Approved Unit Costs for Project Security*, dated 27 April, 2012.

Two approaches were taken to determine preliminary costs associated with the preferred hard surface Type 2/3 trail options discussed in previous sections of this document. Note that these cost summaries do not include the Type 1 soft surface trails recommended in this plan, nor the adjacent looped trails or alternative trails also shown on the mapping.

Method 1 for determining costs was based on trail types, widths and construction difficulty conditions. Figures G-1 through G-6 show the classification of each segment of the preferred hard surface trail system. Method 2 was based on more detailed line items grouped by reach. Ultimately, these two estimates methods should be within 10-15 percent of each other.

These draft probable costs of construction should not be used for programming, funding or determining feasibility. Additional studies will be required to obtain more detailed costs. Design, planning, engineering, environmental, permitting and legal negotiations will all be required prior to obtaining accurate cost estimates. These numbers are only for use in determining the magnitude of probable costs when compared to other transportation projects and when comparing reaches.

## G.3 Cost Methodology 1

Refer to Table G-1a for specific unit costs and other assumptions. The trail construction types include:

1. *Segments on existing roads: These include Type 3B trails on existing road surfaces. Only painted lanes or signage would be required.*
2. *Segments upgrading an existing soft surface trail to a hard surface: In certain areas, an existing soft surface trail will be converted to a hard surface trail, likely with an adjacent soft surface path remaining.*
3. *Segments with new paving added along roadway edges: These type 3A routes would be created by adding to the width of the shoulder of the existing roadway.*

4. *Segments with new trails built on disturbed areas: These segments would add a hard surface facility in an area that is mostly disturbed, or would require minimal vegetation removal and/or grading.*

5. *Private property with firm surface trails: There will be special situations involving willing owners. These costs may include negotiations, fair market valuation, special agreements, easements and dedications. These surfaces are intended to be mostly firm surface trails with minimal trail widths.*

6. *Segments near undisturbed or constrained areas: These segments will require grading, vegetation clearing and likely revegetation and mitigation requirements.*

7. *Segments near the rail line: Though most of these segments will remain outside of the Union Pacific easements, they will require special fencing to limit access across the tracks, and special safety features for utilizing existing at-grade and below-grade crossings. These trails will require special negotiations with Union Pacific.*

8. *Segments with slow rising flooding: For areas likely to be partially flooded with slow rising river levels, the flooding is not expected to have highly erosive forces that will create structural failure and major damage. However, appropriate drainage and surfacing materials and methods to address periodic inundation are critical.*

9. *Segments with erosive flooding: Some segments are likely to be subject to the erosive powers of floodwaters that can undercut foundations, break paving and bend or twist metal objects. These segments will require reinforced footings, flood protection walls, armored walls and revetments.*

10. *Segments across steep slopes: These segments may require grading and retaining walls on one or both sides of the trail may be required.*

11. *Roadway crossings: These are short segments that may require special crosswalks, traffic devices and/or signalization to provide safe access.*

12. *Rail undercrossings: A number of existing undercrossing culverts exist under the Union Pacific Railroad lines that can be adjusted for height clearance for trail undercrossings if a re-configuration of the lower surface of the undercrossing occurs. Some of these undercrossings may require excavation, drainage improvements, shoring and small stem walls. Other undercrossings may require few if any improvements to make them work.*

13. *Pre-fabricated bridge crossings: Where creeks and deep canyons exist, it is more feasible to bridge over these areas using pre-fabricated bridges with permanent abutment pier supports on the edges of the canyon or creek.*

## G.4 Methodology 1 Cost Summary

Table G-1b shows the estimated costs per trail construction type based on unit costs in G-1a and segment lengths. For comparison purposes, the average costs developed in the previous tables have been reclassified by trail types 1, 2 and 3.



## Table G-1a: Unit Costs by Trail Construction Type

TRAIL CONSTRUCTION TYPE*		TYPICAL CROSS SECTIONS WIDTHS AND COSTS					UNIT COSTS	
1. SEGMENTS ON EXISTING ROADS	Vegetation clearance	Graded & compacted side trail	Striping and patching existing pavement	Graded & compacted side trail	Vegetation clearance	Total cost per lineal foot	Total cost per mile	
	0	0	6	0	0	6		
	\$0.25	\$0.50	\$1.00	\$1.00	\$1.00			
	\$0.00	\$0.00	\$6.00	\$0.00	\$0.00	\$6	\$31,560	
2. SEGMENTS UPGRADING TRAIL TO HARD SURFACE	Vegetation clearance zone	Compacted side trail	Standard 2" on 6" asphalt on compacted base	Compacted side trail	Vegetation clearance zone	Total cost per lineal foot	Total cost per mile	
	1	0	10	0	1	12		
	\$0.10	\$0.25	\$5.00	\$0.25	\$0.10			
	\$0.10	\$0.00	\$50.00	\$0.00	\$0.10	\$50	\$264,052	
3. SEGMENTS WITH NEW PAVING ADDED TO ROADS	Vegetation clearance	Graded & compacted shoulder with drainage	Standard asphalt on compacted base	Graded & compacted side trail	Vegetation clearance	Total cost per lineal foot	Total cost per mile	
	1	1	8	1	1	12		
	\$1.20	\$3.00	\$6.00	\$1.20	\$1.00			
	\$1.20	\$3.00	\$48.00	\$1.20	\$1.00	\$54	\$286,144	
4. SEGMENTS WITH NEW TRAILS ON DISTURBED AREAS	Vegetation clearance zone	Graded & compacted side trail	Standard asphalt on compacted base	Graded & compacted side trail	Vegetation clearance zone	Total cost per lineal foot	Total cost per mile	
	1	2	10	2	1	16		
	\$0.55	\$1.00	\$7.00	\$1.00	\$0.55			
	\$0.55	\$2.00	\$70.00	\$2.00	\$0.55	\$75	\$395,026	
5. PRIVATE PROPERTY WITH FIRM SURFACE TRAIL	Vegetation clearance zone	Graded & compacted side trail	2" Compacted DG with Emulsifier over 6" base	Graded & compacted side trail	Vegetation clearance zone	Total cost per lineal foot	Total cost per mile	
	3	2	8	2	3	18		
	\$1.00	\$1.00	\$7.00	\$1.00	\$1.00			
	\$3.00	\$2.00	\$56.00	\$2.00	\$3.00	\$66	\$347,160	
6. SEGMENTS NEAR UNDISTURBED OR CONSTRAINED AREAS	Vegetation clearance, mitigation & revegetation zone	Graded & compacted side trail	Permeable asphalt or concrete	Graded & compacted side trail	Vegetation clearance, mitigation & revegetation zone	Total cost per lineal foot	Total cost per mile	
	2	0	8	3	2	15		
	\$5.00	\$1.00	\$8.00	\$1.00	\$5.00			
	\$10.00	\$0.00	\$64.00	\$3.00	\$10.00	\$87	\$457,620	
7. SEGMENTS NEAR RAIL LINE	Fenced edge with cleared vegetation	Graded & compacted side trail	Standard asphalt on compacted base	Graded & compacted side trail	Vegetation clearance zone	Total cost per lineal foot	Total cost per mile	
	2	5	10	5	3	25		
	\$17.00	\$1.00	\$7.00	\$1.00	\$0.00			
	\$34.00	\$5.00	\$70.00	\$5.00	\$0.00	\$114	\$599,640	
8. SEGMENTS WITH SLOW RISING FLOODING	Vegetation clearance zone	Rock lined drainage swales	Concrete with improved side swale drainage	Graded & compacted side trail	Vegetation clearance zone	Total cost per lineal foot	Total cost per mile	
	2	3	10	3	2	20		
	\$0.00	\$3.00	\$11.00	\$1.00	\$0.00			
	\$0.00	\$9.00	\$110.00	\$3.00	\$0.00	\$122	\$641,720	
9. SEGMENTS WITH EROSION WATERS	Vegetation clearance zone	Rock lined drainage swales	Concrete with widened edge key footings	Graded & compacted side trail	Vegetation clearance zone	Total cost per lineal foot	Total cost per mile	
	2	3	10	3	2	20		
	\$1.00	\$3.00	\$12.00	\$1.00	\$1.00			
	\$2.00	\$9.00	\$120.00	\$3.00	\$2.00	\$136	\$715,360	
10. SEGMENTS ACROSS STEEP SLOPES	Grading disturbance edge	Striped barrier edge buffer	Standard asphalt on compacted base	Striped barrier edge buffer	Grading disturbance edge	Total cost per lineal foot	Total cost per mile	
	2	1	8	1	2	14		
	\$24.00	\$0.50	\$9.00	\$0.50	\$24.00			
	\$48.00	\$0.50	\$72.00	\$0.50	\$48.00	\$169	\$888,940	
11. ROADWAY CROSSINGS						Cost per linear foot of trail:	\$500	
12. RAIL UNDERCROSSINGS						Cost per linear foot of trail:	\$750	
13. PRE-FABRICATED BRIDGES						Cost per linear foot of trail:	\$4,200	

\* Each segment receives a construction type designation based on the most costly condition found along that segment.

However, many more segments than indicated are along private property, for example, but because they are within a flooding area, the more expensive construction type have been applied to them.

See other maps and tables indicating the conditions that could apply to each segment.

Table G-1b: Costs by Trail Construction Type

TRAIL CONSTRUCTION TYPE*		SEGMENT INFORMATION															
1. SEGMENTS ON EXISTING ROADS	segment #	14	20	26	33	54	95	97	Sub-totals								
	length:	838	3,520	8,240	5,845	1,295	1,591	4,978	26,307								
	cost:	\$5,028	\$21,120	\$49,440	\$35,070	\$7,770	\$9,546	\$29,868	\$157,842								
2. SEGMENTS UPGRADING TRAIL TO HARD SURFACE	segment #	51	55	62	64	Sub-totals											
	length:	288	17,104	469	3,267	21,128											
	cost:	\$14,458	\$858,621	\$23,544	\$164,003	\$1,060,626											
3. SEGMENTS WITH NEW PAVING ADDED TO ROADS	segment #	17	19	30	40	42	44	47	60	72	79	87	89	96	Sub-totals		
	length:	5,161	846	355	1,159	185	1,120	586	1,534	695	1,309	1,143	17,667	6,766	38,526		
	cost:	\$280,758	\$46,022	\$19,312	\$63,050	\$10,064	\$60,928	\$31,878	\$83,450	\$37,808	\$71,210	\$62,179	\$961,085	\$368,070	\$2,095,814		
4. SEGMENTS WITH NEW TRAILS ON DISTURBED AREAS	segment #	2	4	6	8	10	12	15	34	37	39	65	90	92	94	Sub-totals	
	length:	437	3,873	2,769	5,496	470	419	1,620	386	1,067	2,888	2,216	2,704	3,356	1,018	28,719	
	cost:	\$32,819	\$290,862	\$207,952	\$412,750	\$35,297	\$31,467	\$121,662	\$28,989	\$80,132	\$216,889	\$166,422	\$203,070	\$252,036	\$76,452	\$2,156,797	
5. PRIVATE PROPERTY WITH FIRM SURFACE TRAIL	segment #	74	76	Sub-totals													
	length:	597	1,726	2,323													
	cost:	\$39,402	\$113,916	\$153,318													
6. SEGMENTS NEAR UNDISTURBED OR CONSTRAINED AREAS	segment #	81	85	Sub-totals													
	length:	2,064	1,364	3,428													
	cost:	\$179,568	\$118,668	\$153,318													
7. SEGMENTS NEAR RAIL LINE	segment #	24	35	45	49	66	73	86	Sub-totals								
	length:	2,924	737	2,013	1,121	559	2,835	1,753	11,942								
	cost:	\$333,336	\$84,018	\$229,482	\$127,794	\$63,726	\$323,190	\$199,842	\$1,361,388								
8. SEGMENTS WITH SLOW RISING FLOODING	segment #	38	68	70	Sub-totals												
	length:	1,870	6,269	6,058	14,197												
	cost:	\$228,140	\$764,818	\$739,076	\$1,732,034												
9. SEGMENTS WITH EROSION WATERS	segment #	41	53	57	77	83	Sub-totals										
	length:	1,988	1,806	2,050	5,917	1,854	13,615										
	cost:	\$270,368	\$245,616	\$278,800	\$804,712	\$252,144	\$1,851,640										
10. SEGMENTS ACROSS STEEP SLOPES	segment #	27	29	31	46	48	58	63	67	78	80	82	84	88	93	Sub-totals	
	length:	3,527	1,570	2,523	2,126	998	1,364	199	1,869	4,328	3,142	3,531	2,522	1,574	2,177	31,450	
	cost:	\$596,063	\$265,330	\$426,387	\$359,294	\$168,662	\$230,516	\$33,631	\$315,861	\$731,432	\$530,998	\$596,739	\$426,218	\$266,006	\$367,913	\$4,453,657	
11. ROADWAY CROSSINGS	segment #	1	13	16	18	28	32	43	61	Sub-totals							
		60	41	53	247	60	210	50	57	778	\$359,000						
12. RAIL UNDERCROSSINGS	segment #	50	59	Sub-totals													
		314	95	409	\$613,500												
13. PRE-FABRICATED BRIDGES	segment #	3	5	7	9	11	36	52	56	69	71	75	91	Sub-totals			
		100	85	50	67	95	40	110	200	100	80	165	110	1,202	\$5,048,400		

\* Each segment receives a construction type designation based on the most costly condition found along that segment.

However, many more segments than indicated are along private property, for example, but because they are within a flooding area, the more expensive construction type have been applied to them.

See other maps and tables indicating the conditions that could apply to each segment.

GRAND TOTALS			
GRAND TOTAL ALL CONSTRUCTION COSTS		\$20,838,334	GRAND TOTAL ALL COSTS \$37,977,864
CONTINGENCY (20%), MOBILIZATION (10%), CONSTRUCTION ADMINISTRATION (5%)=35%		\$7,293,417	GRAND TOTAL MILES 36.89
DESIGN (6%), ENGINEERING (9%), ENVIRONMENTAL (10%), PERMITTING & MANAGEMENT (10%)=35%		\$9,846,113	AVERAGE COST PER MILE \$1,029,582



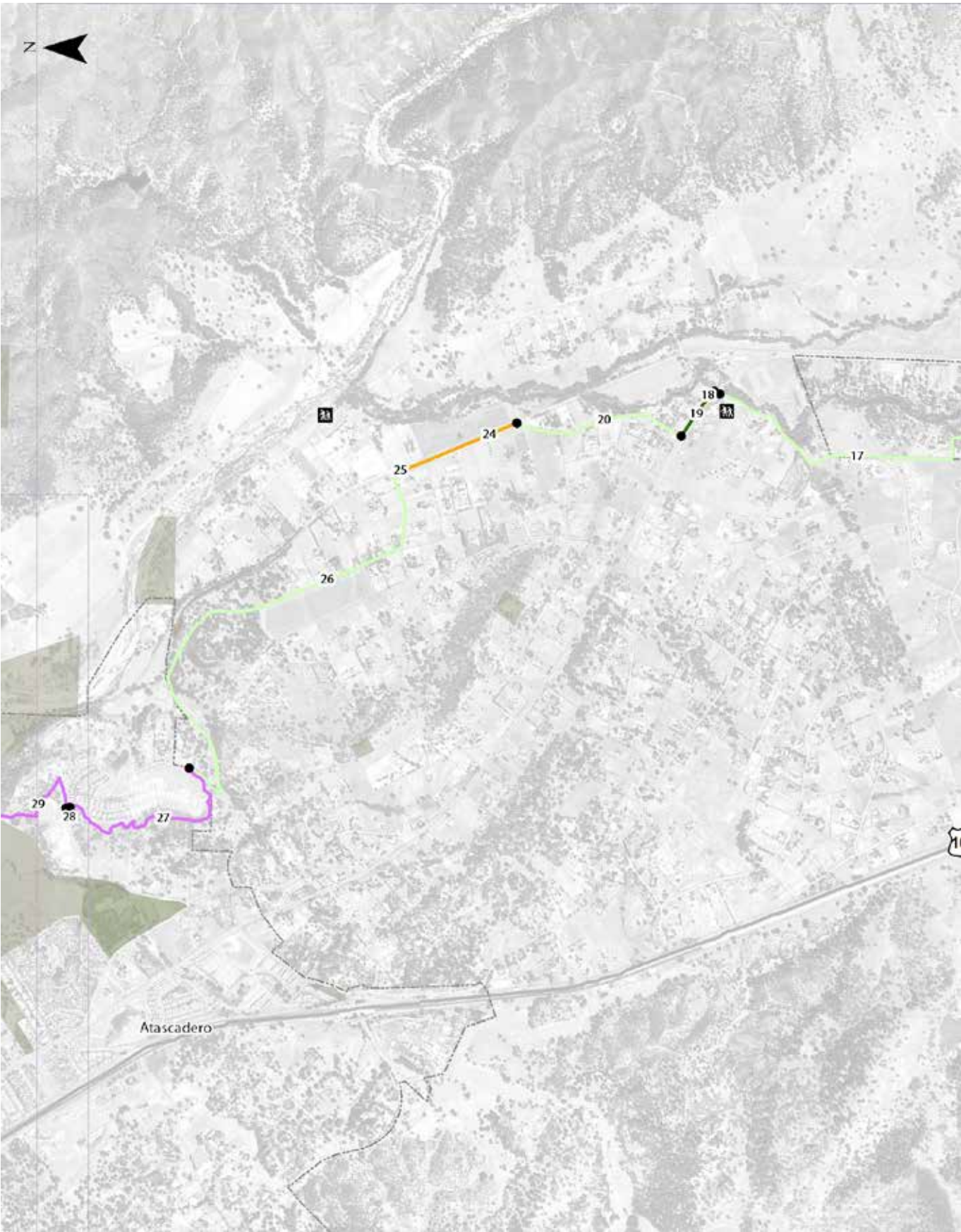


Figure G-1: Reach 1 Map

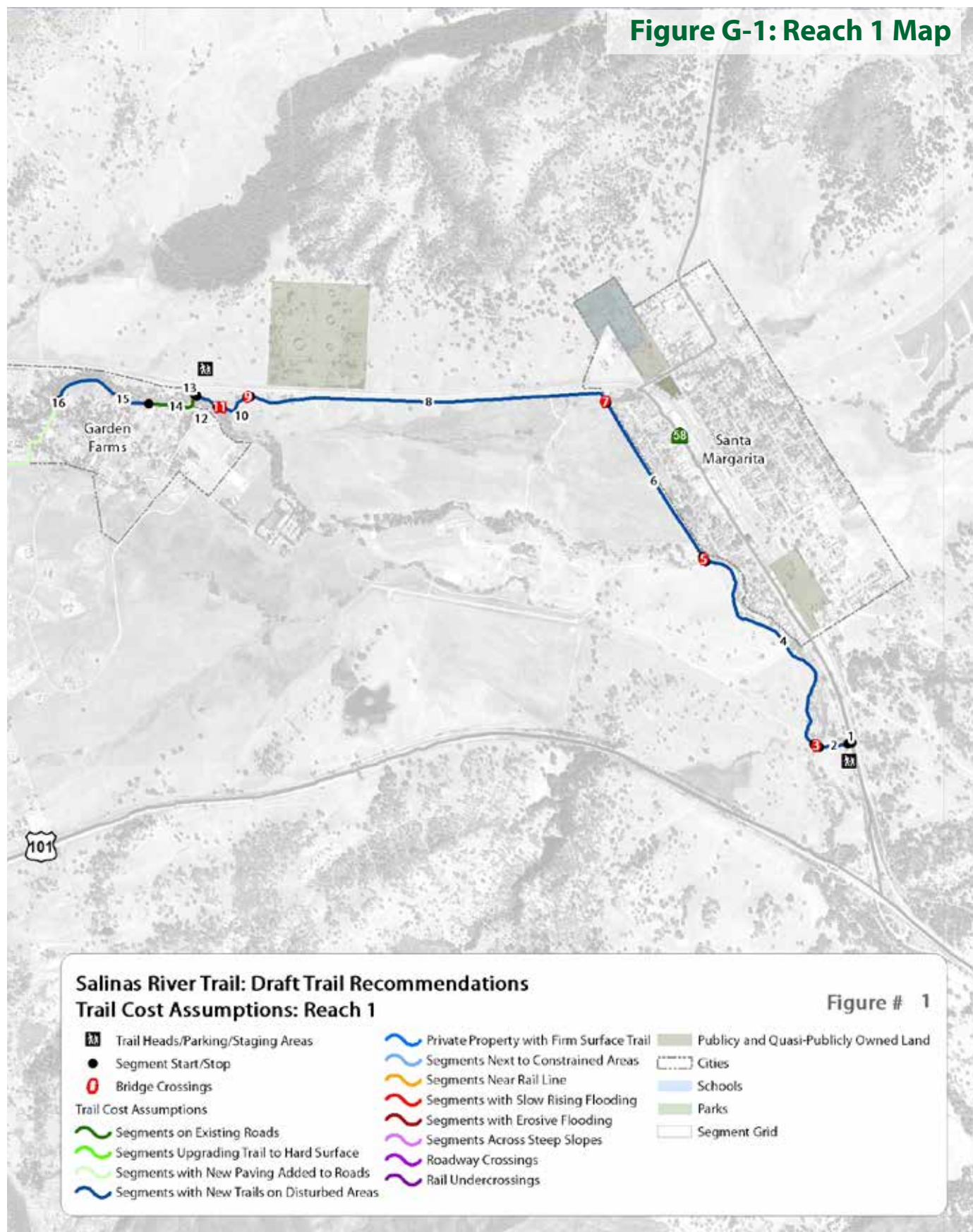
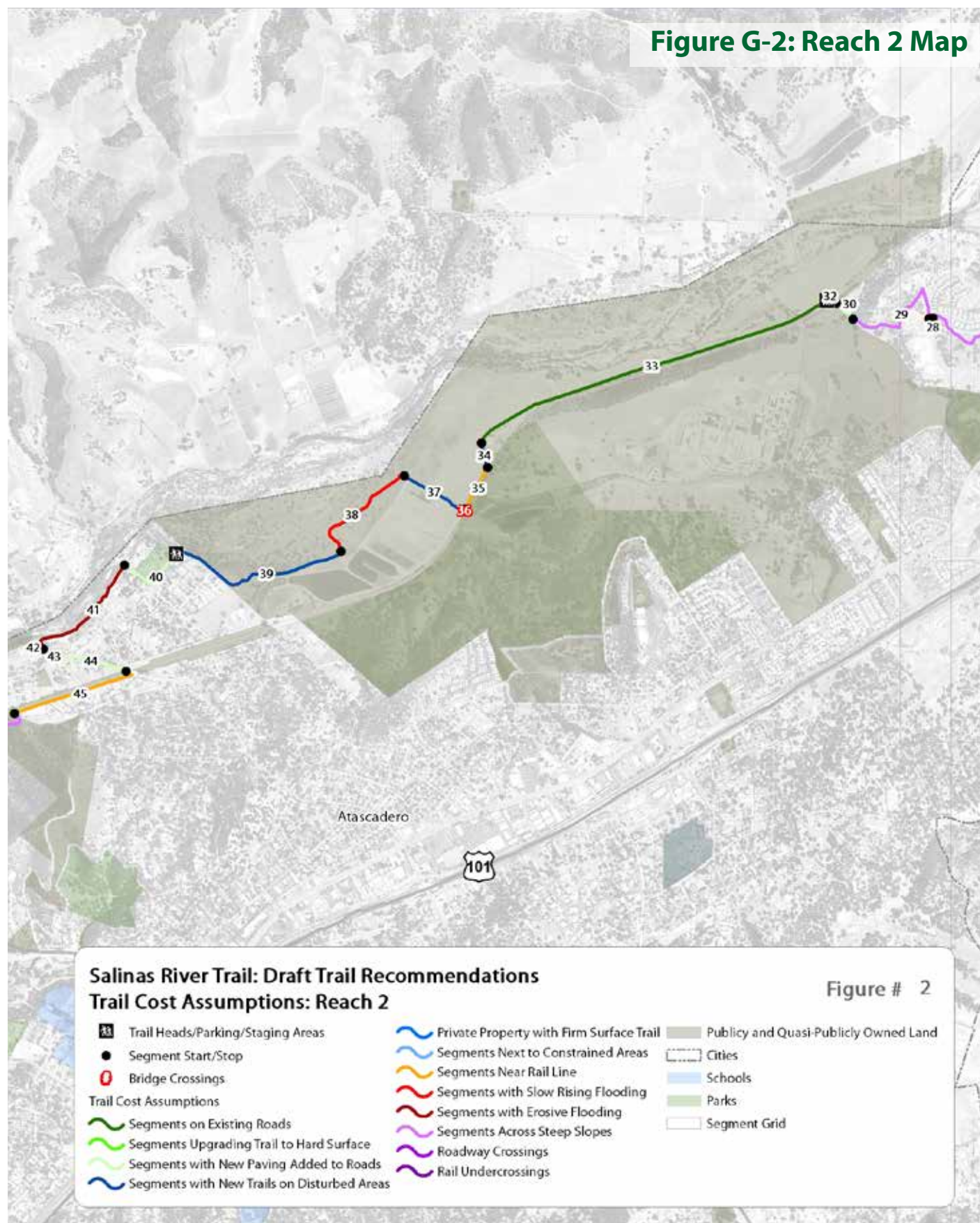








Figure G-2: Reach 2 Map



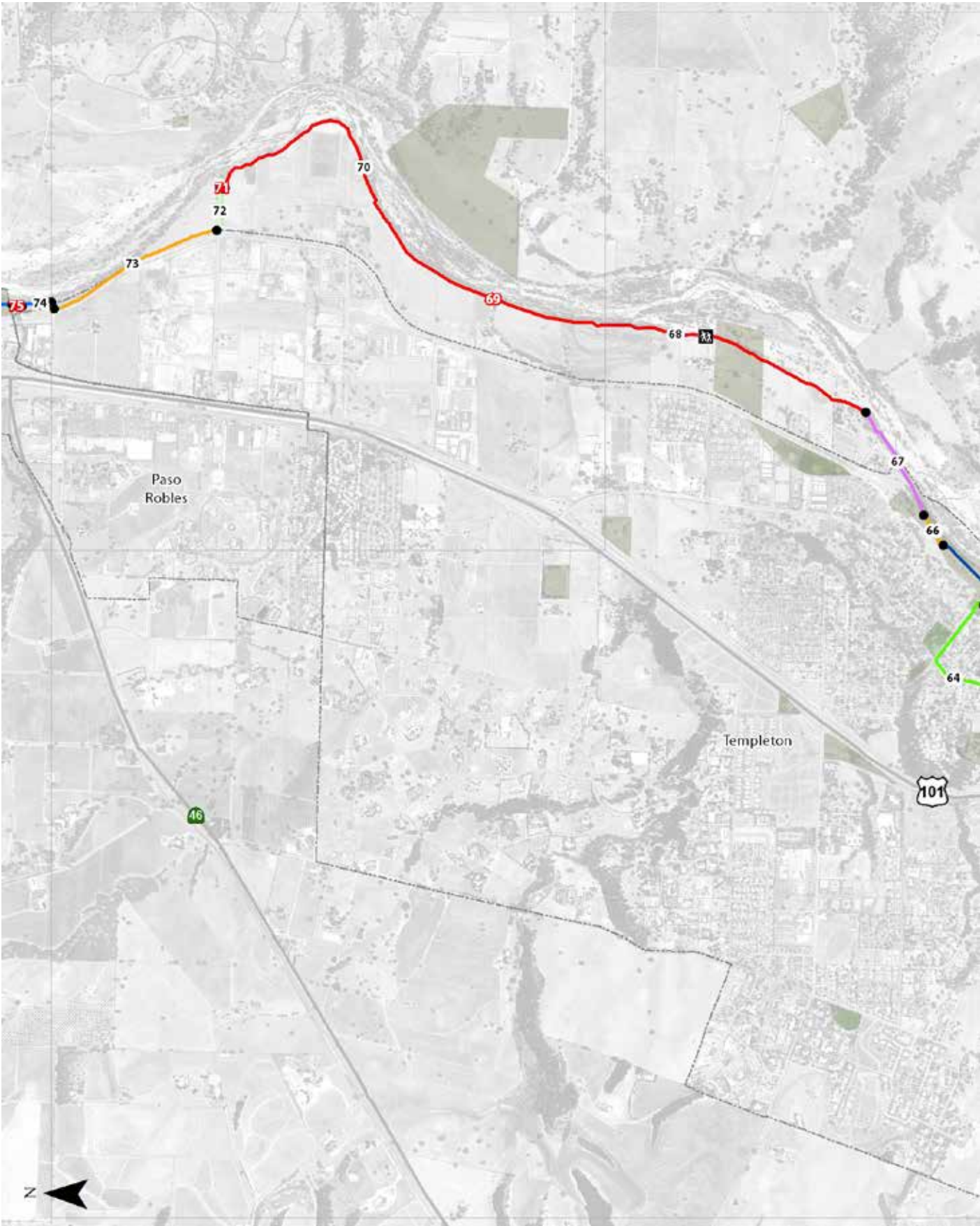
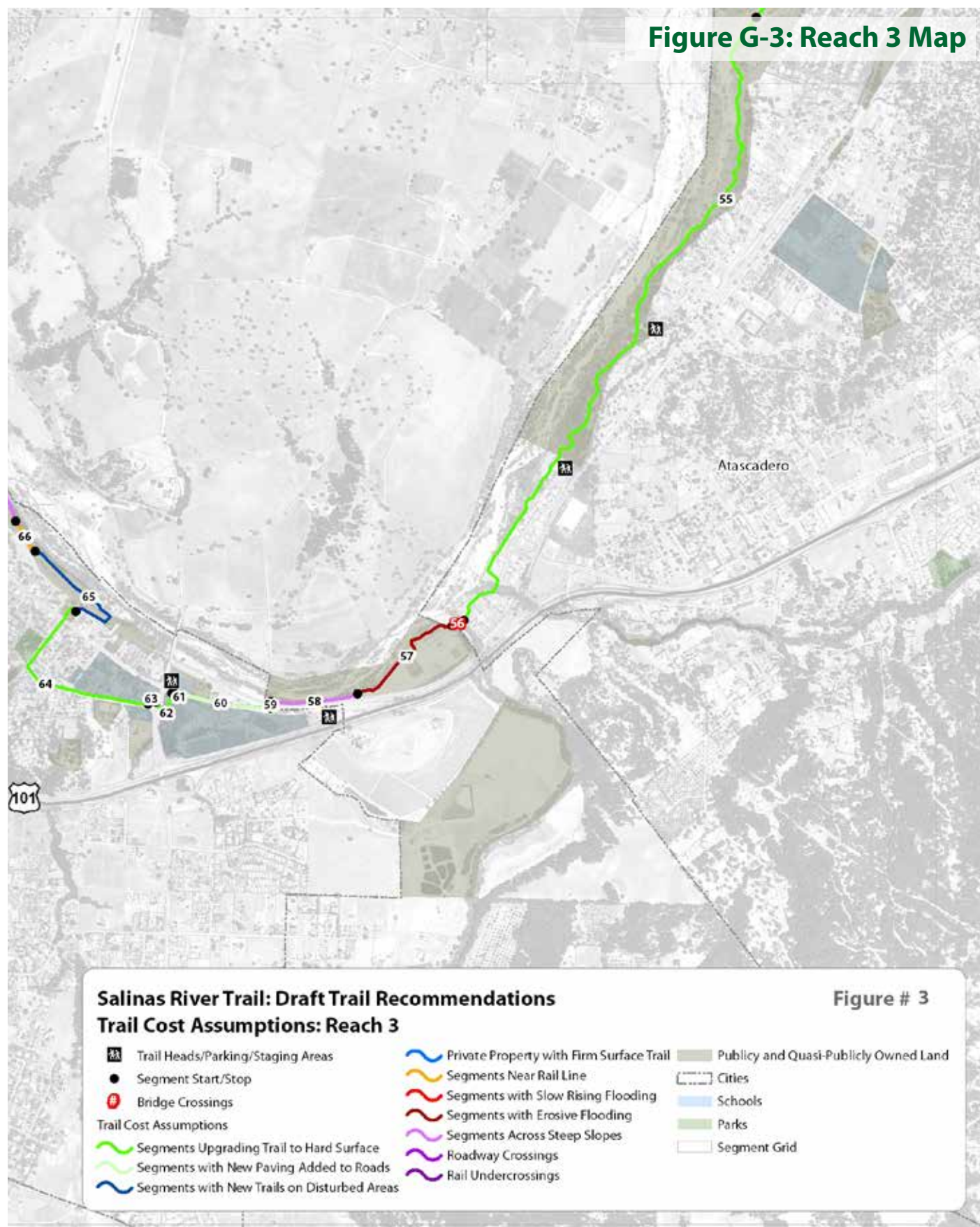




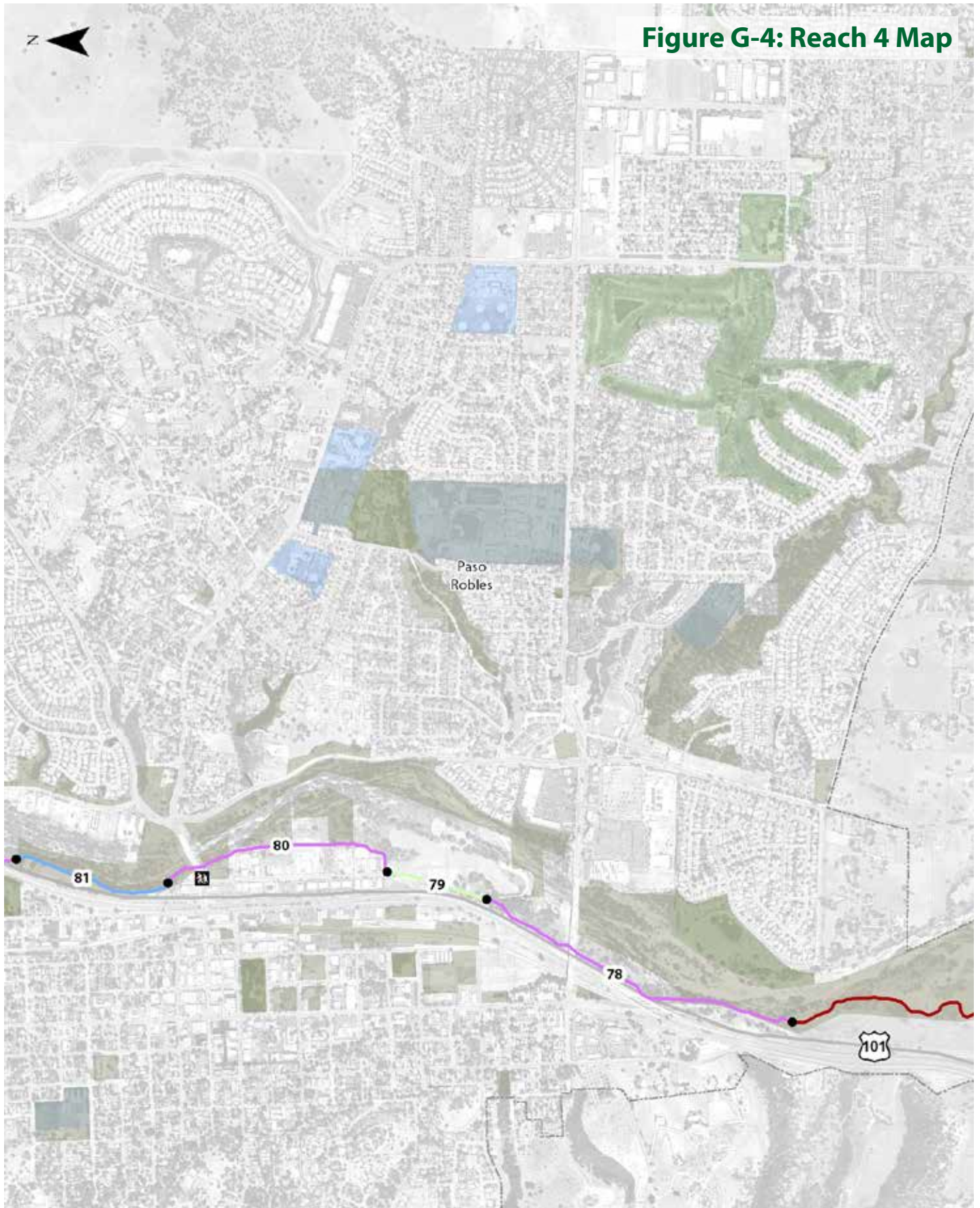
Figure G-3: Reach 3 Map







**Figure G-4: Reach 4 Map**



# Salinas River Trail: Draft Trail Recommendations

Figure # 4

## Trail Cost Assumptions: Reach 4

- |   |  |  |
|---|--|--|
| Trail Heads/Parking/Staging Areas       | Private Property with Firm Surface Trail | Publicly and Quasi-Publicly Owned Land |
| Segment Start/Stop                      | Segments Next to Constrained Areas       | Cities                                 |
| Bridge Crossings                        | Segments Near Rail Line                  | Schools                                |
| <b>Trail Cost Assumptions</b>           | Segments with Slow Rising Flooding       | Parks                                  |
| Segments with New Paving Added to Roads | Segments with Erosive Flooding           | Segment Grid                           |
|   | Segments Across Steep Slopes             |  |

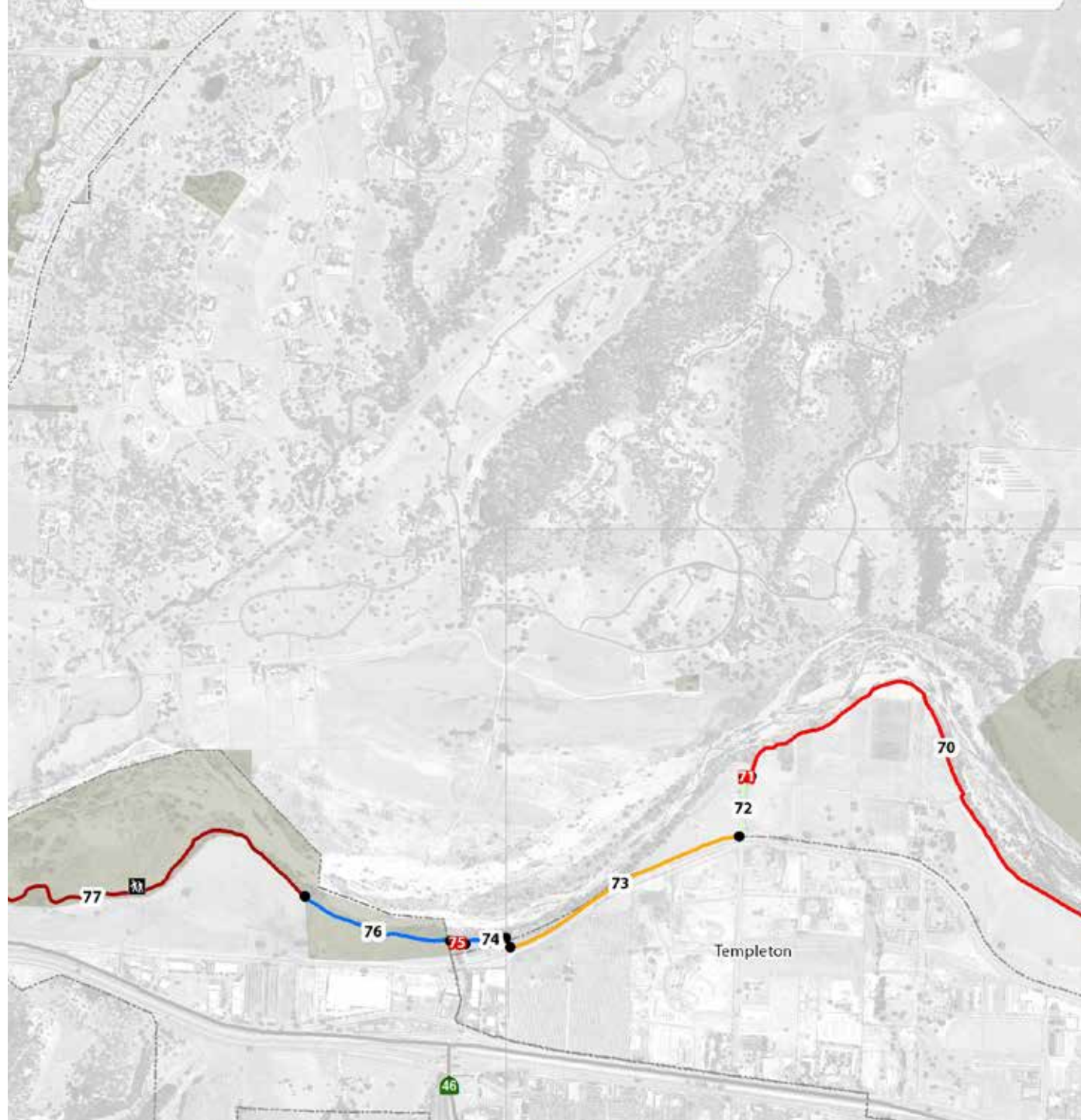
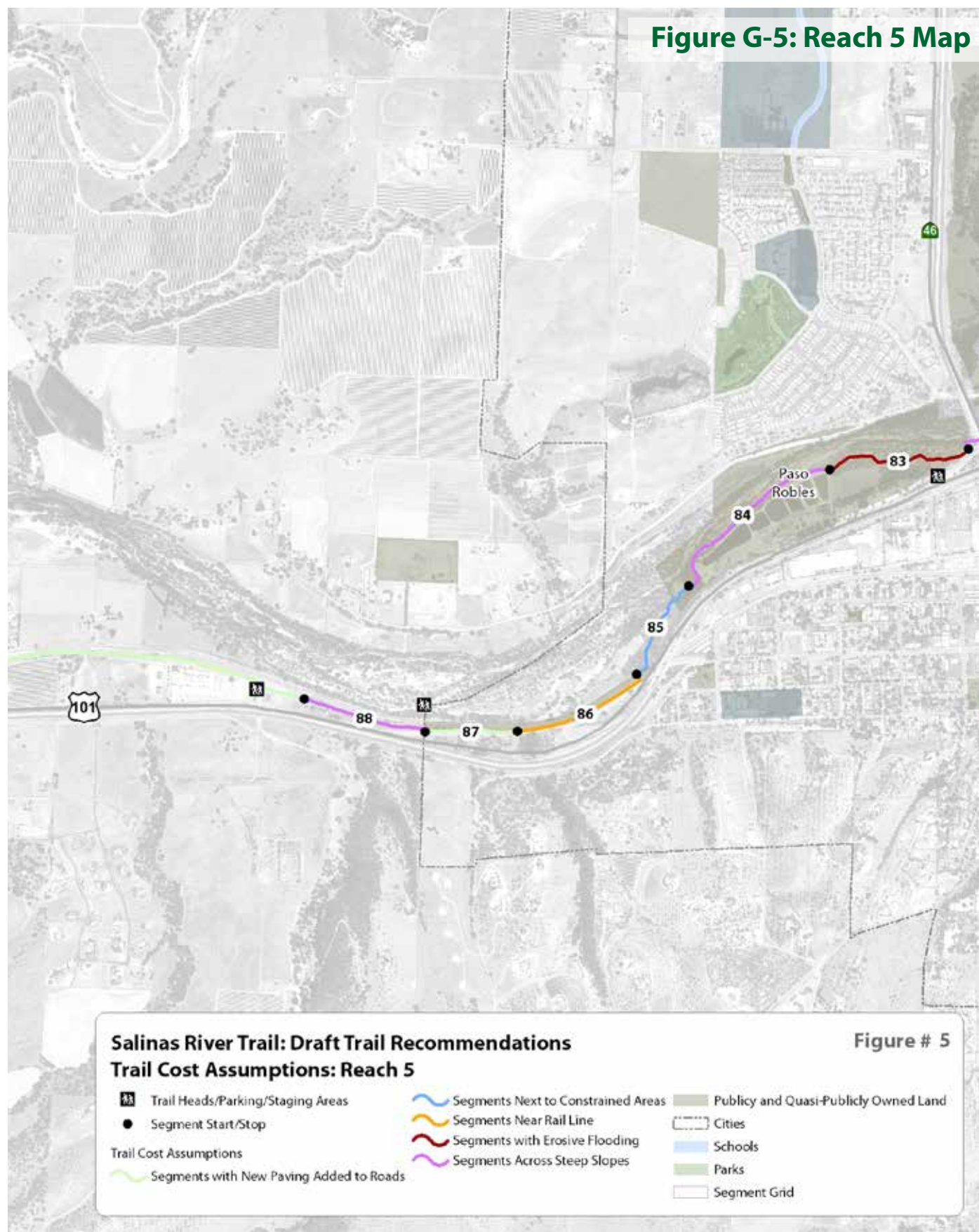








Figure G-5: Reach 5 Map













## G.5 Individual Reach Estimating Sheets for Methodology 2

A preliminary review of units and quantities has been conducted. Table G-2a summarizes the unit costs assumed for each trail type. These were calibrated with Table G-2b.

Table G-2c shows the total costs per reach. The remaining Tables G-3a through G-3f include the detailed costs per reach.

### Construction factors include:

1. Construction overhead (costs contracts typically include over and above individual work items, such as mobilization and general conditions) – 10 percent
2. Implementation: Survey, technical studies (such as geotechnical or hazardous waste investigations) and design (including preliminary and final plans, cost estimates, and specifications/bid forms) – 15 percent

3. Environmental analysis documentation and related permits – 10 percent

4. Project administration during planning, design and construction – 10 percent

5. Permitting requirements as appropriate (such as development permit, Caltrans encroachment permit) – varies from two to seven percent, depending on the complexity and relative time required to obtain each permit

6. A contingency addressing estimate level of accuracy is included at 20 percent of all items.

**Table G-2a: Unit Costs by Trail Type**

TRAIL TYPE		CROSS SECTION & UNIT COSTS					COMPOSITE COSTS	
<b>Type 1A: Unimproved 3'-6' Natural Surface Trail in Active River Channel</b>		Vegetation clearance	Unimproved side trail	Unimproved trail	Unimproved side trail	Vegetation clearance	Total cost per lineal foot	Total cost per mile
<i>* assumes some vegetation clearing, with some trailhead signage</i>		1	0	2	0	1	4	
Cost per sf:		\$3.00	\$0.00	\$0.00	\$0.00	\$3.00		
Cost per linear foot of trail:		\$3	\$0	\$0	\$0	\$3	\$6	\$31,680
<b>Type 1B: Improved 4'-6' Firm Natural Surface Trail</b>		Vegetation clearance zone	Compacted side trail	Improved graded natural trail	Compacted side trail	Vegetation clearance zone	Total cost per lineal foot	Total cost per mile
<i>* assumes improved graded trail, moderate extensive vegetation clearing, with some signage</i>		1	0	4	0	1	6	
Cost per sf:		\$3.00	\$2.00	\$2.00	\$2.00	\$3.00		
Cost per linear foot of trail:		\$3	\$0	\$8	\$0	\$3	\$14	\$73,920
<b>Type 2A: 10'-12' Class 1 Path with a 3'-4' Firm Surface Trail next to Path</b>		Vegetation clearance	Graded & compacted side trail	Standard asphalt on compacted base	Graded & compacted side trail	Vegetation clearance	Total cost per lineal foot	Total cost per mile
<i>* assumes paired paved and unpaved trail. Paved component to Caltrans Class I stds.</i>		0	2	10	4	0	16	
Cost per sf:		\$2.00	\$3.00	\$6.00	\$3.00	\$2.00		
Cost per linear foot of trail:		\$0	\$6	\$60	\$12	\$0	\$78	\$411,840
<b>Type 2B: 10' Class 1 Multi-use Path with Separate Firm Surface Trail Nearby</b>		Vegetation clearance zone	Graded & compacted shoulder with drainage	Standard asphalt on compacted base	Graded & compacted side trail	Vegetation clearance zone	Total cost per lineal foot	Total cost per mile
<i>* assumes physically seperated paired paved &amp; unpaved trail. Paved component to Caltrans Class I stds.</i>		0	2	10	4	2	18	
Cost per sf:		\$1.00	\$3.00	\$6.00	\$3.00	\$3.00		
Cost per linear foot of trail:		\$0	\$6	\$60	\$12	\$6	\$84	\$443,520
<b>Type 3A: 10'-12' Class 1 Multi-use Path with a graded shoulder</b>		Vegetation clearance zone	Graded & compacted shoulder with drainage	Standard asphalt on compacted base	Graded & compacted side trail	Vegetation clearance & revegetation zone	Total cost per lineal foot	Total cost per mile
<i>* assumes physically seperated paired paved &amp; unpaved trail. Paved component to Caltrans Class I stds.</i>		1	1	8	1	1	12	
Cost per sf:		\$1.00	\$3.00	\$5.00	\$1.00	\$1.00		
Cost per linear foot of trail:		\$1	\$3	\$40	\$1	\$1	\$46	\$242,880
<b>Type 3B: Class 2 Bicycle Lane or Class 3 Bikeway</b>		Vegetation clearance zone	Graded & compacted side trail	Class 2 or 3 Painted Bicycle Lanes	Graded & compacted side trail	Vegetation clearance zone	Total cost per lineal foot	Total cost per mile
<i>* assumes Class 2 &amp; 3 painted bicycle lanes/markings. Constructed to Caltrans' stds and some signage.</i>		0	0	6	0	0	6	
Cost per sf:		\$0.00	\$0.00	\$0.50	\$0.00	\$0.00		
Cost per linear foot of trail:		\$0	\$0	\$3	\$0	\$0	\$3	\$15,840

If small improvement projects are undertaken separately, the costs may potentially increase significantly from the design, administration and construction cost factors in the estimates. In any case, actual costs for the projects can only be determined following development of more complete and detailed base information and definition of specific design, environmental review and permitting, and construction.

The estimates do not include acquisition or permission for use of property for the trail, if required. Costs for any portions of the SRT being planned, designed and implemented as parts of other projects are assumed to be covered in these separate projects. Highway shoulder widening costs to better accommodate bicycles are not included in the SRT cost estimate because it is assumed shoulder widening will be undertaken by Caltrans or the County through their normal project prioritization process.

**Table G-2b: Unit Costs by Trail Type**

Trail Category & Assumptions	UM	Unit Cost
<b>Trail or Path Construction</b>		
Type 1A: Unimproved 3'-6' Natural Surface Trail in Active River Channel	MI	\$31,680
Type 1B: Improved 4'-6' Firm Natural Surface Trail	MI	\$73,920
Type 2A: 10'-12' Class 1 Path with a 3'-4' Firm Surface Trail next to Path	MI	\$411,840
Type 2B: 10' Class 1 Multi-use Path with Separate Firm Surface Trail Nearby	MI	\$443,520
Type 3A: 10'-12' Class 1 Multi-use Path with a graded shoulder	MI	\$242,880
Type 3B: Class 2 Bicycle Lane or Class 3 Bikeway	MI	\$15,840
Route Signage: Identity & wayfinding, typical info & rule signs along trail route	EA	\$500
Retaining Wall: CMU/Poured	SF	\$45
<b>Crossings</b>		
Drainage Crossing / Bridge 200' or Greater Long Steel Bridge	EA	\$400,000
Drainage Crossing / Bridge 100' to 200' Steel Bridge	EA	\$375,000
Drainage Crossing / Bridge 100' Steel Bridge	EA	\$30,000
Drainage Crossing / Bridge 40' to 50' Fiberglass Composite Bridge	EA	\$200,000
Drainage Crossing / Bridge 15' to 25' Wood Bridge	EA	\$50,000
Drainage Crossing Boardwalk/Puncheon 10' wide	LF	\$500

**Table G-2c: Costs by Reach**

Preliminary Design, Engineering, Permitting, Construction and Administration Costs*	Probable Cost
Reach 1	\$6,850,113
Reach 2	\$6,699,503
Reach 3	\$9,106,143
Reach 4	\$6,395,555
Reach 5	\$4,334,535
Reach 6	\$4,469,027
<b>Total</b>	<b>\$37,854,876</b>

\* Construction costs include trail, staging area, and drainage crossing improvements. Implementation includes surveys, technical studies, and design; environmental compliance; and project administration. Permitting includes fees to acquire applicable local, state, and federal permits.



### Table G-3a: Reach 1 Costs

Item	Description	Cost Per Unit	Unit	Quantity	Item Cost
Trail					
2A	Near River Hard Surface Path	\$411,840	MI	2.10	\$864,864
2B	Away from River Hard Surface Path	\$443,520	MI	1.12	\$496,742
3A	Path Near Roadway in ROW	\$242,880	MI	1.27	\$308,458
3B	Path on Roadway	\$15,840	MI	3.58	\$56,707
Total Trails					\$1,726,771
Crossing					
Bridge	At beginning of trail in Santa Margarita	\$3,000	LF	125	\$375,000
Bridge	El Camino Real south of Linden Ave.	\$3,000	LF	75	\$225,000
Bridge	El Camino Real south of Linden Ave.	\$3,000	LF	100	\$300,000
Bridge	Santa Margarita Creek north of F Street @ approx.. 100'	\$3,000	LF	100	\$300,000
Bridge	Santa Margarita Creek north of Route 58 @ approx.. 100'	\$3,000	LF	100	\$300,000
Total Crossing					\$1,500,000
Other Amenities					
Retaining Walls	Along the Las Lomas Oak Preserve	\$45	SF	4,000	\$180,000
Trail regrading	Along the Las Lomas Oak Preserve	\$200,000	LS	1	\$200,000
Oak woodland Impacts	Along the Las Lomas Oak Preserve	\$50,000	LS	1	\$50,000
Intersection Control	At El Camino Real and Santa Margarita Road	\$50,000	EA	1	\$50,000
Total other Amenities					\$480,000
Total Trails, Crossing and Other Amenities					\$3,706,771
Construction overhead- Mobilization, general conditions- 10%					\$370,677
Contingency- 20% of all above					\$815,490
Total Construction (Trails, Staging Areas and Crossings, Construction Overhead, Contingency)					\$4,892,938
Implementation					
		% of Const Cost			Cost
	Survey, tech studies, and design -15%	15%			\$733,941
	Environmental -10%	10%			\$489,294
	Project Administration- 10%	10%			\$489,294
Implementation Total					\$1,712,528
Permitting					
		% of Const Cost			Cost
	Permitting Contingency	5%			\$244,647
Permitting Total					\$244,647
Construction, Implementation, and Permitting Total					\$6,850,113



**Table G-3b: Reach 2 Costs**

Item	Description	Cost Per Unit	Unit	Quantity	Item Cost
Trail					
2A	Near River Hard Surface Path	\$411,840	MI	2.83	\$1,165,507
2B	Away from River Hard Surface Path	\$443,520	MI	3.31	\$1,468,051
3A	Path Near Roadway in ROW	\$242,880	MI	0.05	\$12,775
3B	Path on Roadway	\$15,840	MI	0.88	\$13,939
Total Trails					\$2,660,272
Crossing					
Bridge	Atascadero Creek north of AMWC water yard @ approx.. 130'	\$3,000	LF	130	\$390,000
Low Water Crossing	Southwest corner of Atascadero WWTP @ approx.. 50'	\$1,500	LF	50	\$75,000
Total Crossing					\$465,000
Other Amenities					
Retaining Walls	Along Salinas River end of Tampico Road	\$45	SF	4,000	\$180,000
Retaining Walls	Along Salinas River east of Sycamore Road	\$45	SF	6,000	\$270,000
Intersection Control	Halcon Road at Union Pacific Railroad	\$50,000	EA	1	\$50,000
Total other Amenities					\$500,000
Total Trails, Crossing and Other Amenities					\$3,625,272
Construction overhead- Mobilization, general conditions- 10%					\$362,527
Contingency- 20% of all above					\$797,560
Total Construction (Trails, Staging Areas and Crossings, Construction Overhead, Contingency)					\$4,785,360
Implementation					
		% of Const Cost			Cost
	Survey, tech studies, and design -15%	15%			\$717,804
	Environmental -10%	10%			\$478,536
	Project Administration- 10%	10%			\$478,536
Implementation Total					\$1,674,876
Permitting					
		% of Const Cost			Cost
	Permitting Contingency	5%			\$239,268
Permitting Total					\$239,268
Construction, Implementation, and Permitting Total					\$6,699,503



**Table G-3c: Reach 3 Costs**

Item	Description	Cost Per Unit	Unit	Quantity	Item Cost
Trail					
2A	Near River Hard Surface Path	\$411,840	MI	5.83	\$2,399,272
2B	Away from River Hard Surface Path	\$443,520	MI	0.82	\$364,050
3A	Path Near Roadway in ROW	\$242,880	MI	0.57	\$138,995
3B	Path on Roadway	\$15,840	MI	0.46	\$7,251
Total Trails					\$2,909,566
Crossing					
Bridge	Paso Robles Creek south of Templeton WWTP @ approx. 250'	\$3,000	LF	250	\$750,000
Bridge	Along Salinas River east of Volpi Ysabel Road @ approx. 100'	\$3,000	LF	100	\$300,000
Total Crossing					\$1,050,000
Other Amenities					
Retaining Walls	Along Salinas River south of Calle Propano	\$45	SF	4,000	\$180,000
Retaining Walls	Along Salinas River south of Calle Propano	\$45	SF	3,500	\$157,500
Retaining Walls	Along Salinas River north of Volpi Ysabel Road	\$45	SF	6,500	\$292,500
Retaining Walls	Along Salinas River north of Templeton WWTP	\$45	SF	4,000	\$180,000
Retaining Walls	Along Salinas River north of Templeton WWTP	\$45	SF	3,500	\$157,500
Gate Modification	Under road passage at Vineyard Drive	\$500	EA	1	\$500
Total other Amenities					\$968,000
Total Trails, Crossing and Other Amenities					\$4,927,566
Construction overhead- Mobilization, general conditions- 10%					\$492,757
Contingency- 20% of all above					\$1,084,065
Total Construction (Trails, Staging Areas and Crossings, Construction Overhead, Contingency)					\$6,504,388
Implementation					
		% of Const Cost			Cost
	Survey, tech studies, and design -15%	15%			975,658
	Environmental -10%	10%			650,439
	Project Administration- 10%	10%			650,439
Implementation Total					\$2,276,536
Permitting					
		% of Const Cost			Cost
	Permitting Contingency	5%			325,219
Permitting Total					\$325,219
Construction, Implementation, and Permitting Total					\$9,106,143

**Table G-3d: Reach 4 Costs**

Item	Description	Cost Per Unit	Unit	Quantity	Item Cost
Trail					
2A	Near River Hard Surface Path	\$411,840	MI	3.82	\$1,574,823
2B	Away from River Hard Surface Path	\$443,520	MI	0.23	\$100,975
Total Trails					\$1,675,798
Crossing					
Bridge	South of Paso Robles Street @ approx. 160'	\$3,000	LF	160	\$480,000
Bridge	Along Salinas River west of Riverbank Road @ approx. 50'	\$3,000	LF	50	\$150,000
Bridge	Along Salinas River west of Riverbank Road @ approx. 50'	\$3,000	LF	50	\$150,000
Low Water Crossing	Along Salinas River west of Charolais Corridor Trail @ approx. 50'	\$3,000	LF	50	\$150,000
Total Crossing					\$930,000
Other Amenities					
Retaining Walls	Along Salinas River west of North River Road	\$45	SF	6,000	\$270,000
Retaining Walls	Along Salinas River west of North River Road	\$45	SF	5,000	\$225,000
Retaining Walls	Along Salinas River west of Riverbank Road	\$45	SF	6,000	\$270,000
Retaining Walls	Along Salinas River west of Riverbank Road	\$45	SF	2,000	\$90,000
Total other Amenities					\$855,000
Total Trails, Crossing and Other Amenities					\$3,460,798
Construction overhead- Mobilization, general conditions- 10%					\$346,080
Contingency- 20% of all above					\$761,376
Total Construction (Trails, Staging Areas and Crossings, Construction Overhead, Contingency)					\$4,568,253
Implementation					
		% of Const Cost			Cost
	Survey, tech studies, and design -15%	15%			\$685,238
	Environmental -10%	10%			\$456,825
	Project Administration- 10%	10%			\$456,825
Implementation Total					\$1,598,889
Permitting					
		% of Const Cost			Cost
	Permitting Contingency	5%			\$228,413
Permitting Total					\$228,413
Construction, Implementation, and Permitting Total					\$6,395,555





**Table G-3e: Reach 5 Costs**

Item	Description	Cost Per Unit	Unit	Quantity	Item Cost
Trail					
2A	Near River Hard Surface Path	\$411,840	MI	1.28	\$525,171
2B	Away from River Hard Surface Path	\$443,520	MI	0.06	\$24,741
3A	Path Near Roadway in ROW	\$242,880	MI	4.21	\$1,023,115
Total Trails					\$1,573,028
Crossing					
Bridge	North of Paso Robles WWTP @ approx. 70'	\$3,000	LF	70	\$210,000
Total Crossing					\$210,000
Other Amenities					
Retaining Walls	Along North Spring Street 101 On-ramp	\$45	SF	5,000	\$225,000
Retaining Walls	Along Salinas River north of Highway 46 Bridge	\$45	SF	7,500	\$337,500
Total other Amenities					\$562,500
Total Trails, Crossing and Other Amenities					\$2,345,528
Construction overhead- Mobilization, general conditions- 10%					\$234,553
Contingency- 20% of all above					\$516,016
Total Construction (Trails, Staging Areas and Crossings, Construction Overhead, Contingency)					\$3,096,097
Implementation					
		% of Const Cost			Cost
	Survey, tech studies, and design -15%	15%			\$464,414
	Environmental -10%	10%			\$309,610
	Project Administration- 10%	10%			\$309,610
Implementation Total					\$1,083,634
Permitting					
		% of Const Cost			Cost
	Permitting Contingency	5%			\$154,805
Permitting Total					\$154,805
Construction, Implementation, and Permitting Total					\$4,334,535

**Table G-3f: Reach 6 Costs**

Item	Description	Cost Per Unit	Unit	Quantity	Item Cost
Trail					
2A	Near River Hard Surface Path	\$411,840	MI	0.01	\$4,321
2B	Away from River Hard Surface Path	\$443,520	MI	1.72	\$763,525
3A	Path Near Roadway in ROW	\$242,880	MI	1.61	\$390,725
3B	Path on Roadway	\$15,840	MI	0.93	\$14,734
Total Trails					\$1,173,305
Crossing					
Bridge	San Marcos Creek at Highway 101 @ approx. 125'	\$3,000	LF	125	\$375,000
Low Water Crossing	San Marcos Creek at Highway 101 @ approx. 125'	\$3,000	LF	125	\$375,000
Total Crossing					\$750,000
Other Amenities					
Retaining Walls	Along Union Pacific Railroad north of Paso Robles	\$45	SF	2,000	\$90,000
Retaining Walls	Along Union Pacific Railroad north of Paso Robles	\$45	SF	2,000	\$90,000
Retaining Walls	Along Union Pacific Railroad north of Paso Robles	\$45	SF	3,000	\$135,000
Retaining Walls	Along Union Pacific Railroad north of Paso Robles	\$45	SF	4,000	\$180,000
Total other Amenities					\$495,000
Total Trails, Crossing and Other Amenities					\$2,418,305
Construction overhead- Mobilization, general conditions- 10%					\$241,830
Contingency- 20% of all above					\$532,027
Total Construction (Trails, Staging Areas and Crossings, Construction Overhead, Contingency)					\$3,192,162
Implementation					
		% of Const Cost			Cost
	Survey, tech studies, and design -15%	15%			\$478,824
	Environmental -10%	10%			\$319,216
	Project Administration- 10%	10%			\$319,216
Implementation Total					\$1,117,257
Permitting					
		% of Const Cost			Cost
	Permitting Contingency	5%			\$159,608
Permitting Total					\$159,608
Construction, Implementation, and Permitting Total					\$4,469,027





# Salinas River Trail Master Plan



Funding Opportunities





# Funding Opportunities

Trail funding comes from all levels of government and non-government organizations. This section presents these funding sources, describing the eligible trail types and their requirements. Table H-1: Funding Sources outlines these sources and the information necessary to determine if a trail project is eligible.

## H.1 Federal

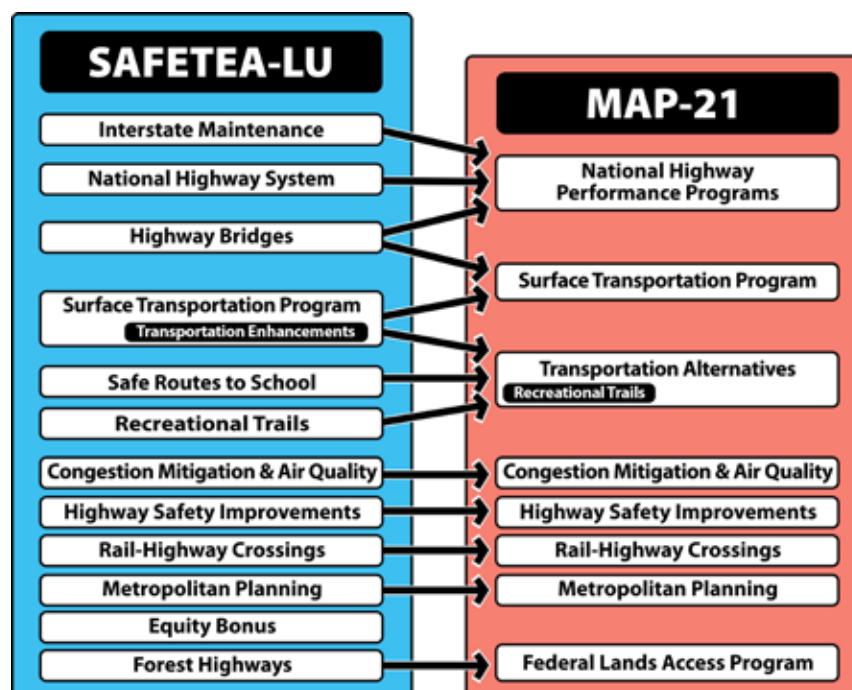
Federal funding is administered through the state (Caltrans and the State Resources Agency) and regional planning agencies. Most, but not all, of these funding programs are oriented toward transportation, with an emphasis on reducing auto trips and providing inter-modal connections. Many federal programs require a local funding match ranging from 10 to 20 percent. Federal funding is intended for capital improvements and safety and education programs, and projects must relate to the surface transportation system.

The primary federal source of surface transportation funding, including bicycle and pedestrian facilities, was the U.S. Department of Transportation's SAFETEA-LU (*Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users*). After many continuing resolutions, it was finally replaced with a new funding mechanism entitled MAP-21 (*Moving Ahead for Progress in the 21st Century*) when it was enacted July 6, 2012. MAP-21 extended the Federal-aid highway program unchanged through September 30, 2012, and authorized new provisions effective October 1, 2012, for federal fiscal years 2013 and 2014.

MAP-21 replaced SAFETEA-LU with a similar amount of total funding, but significantly changed the overall number and scope of programs. For example, the number of programs has been consolidated by two-thirds. The Transportation Enhancements (TE) program has been eliminated and replaced with the Transportation Alternatives Program (TA), which houses the Recreational Trails Program (RTP). (See accompanying graphic below illustrating the relationship between the two federal funding sources.)

Transportation Alternatives' funding was derived from a number of previous programs encompassing most activities previously funded under the Transportation Enhancements, Recreational Trails and Safe Routes to School programs under SAFETEA-LU. TA will receive about \$780 million to carry out all transportation alternatives projects, including SRTS and RTP projects, which represents about a 35 percent reduction from the past \$1.2 billion allocated for these programs. Under MAP-21, states sub-allocate 50 percent of their TA funds to MPOs and local communities to run grant programs to distribute funds for projects. States can use the remaining 50 percent for TA projects or can spend these funds on other transportation priorities.

There are still many unknowns regarding the details and interpretations of these changes. The federal levels of funding and scope have been set, but it remains to be defined how states and local MPOs will individually implement these funding mechanisms.







## H.1.1 Recreational Trails Program

The RTP provides funds annually for recreational trails and trails-related projects. The RTP is administered at the federal level by the Federal Highway Administration (FHWA) and at the state level by the California Department of Parks and Recreation (DPR).

MAP-21 did not directly amend the RTP as a program, but authorized its funding as a set-aside of the new Transportation Alternatives Program (TA). The RTP funding was set the same as the FY 2009 amount, meaning that whatever a state received in FY2009 is its RTP amount. This will be up to \$84.16 million nationwide, annually, for FY 2013 and 2014. Existing RTP requirements and provisions remain unchanged, including how states administer it.

The maximum amount of RTP funds allowed for each project is 88 percent of total project cost. The applicant is responsible for obtaining a match amount of at least 12 percent. Examples of funded trail uses include hiking, cycling, in-line skating, equestrian and other non-motorized, as well as motorized uses. Funds may be used for:

- Maintenance and restoration of existing trails
- Purchase and lease of trail construction and maintenance equipment
- Construction of new trails, including unpaved trails
- Acquisition of easements or property for trails
- State administrative costs related to this program (limited to seven percent of a state's funds)
- Operation of educational programs to promote safety and environmental protection related to trails (limited to five percent of a state's funds)

MAP-21 also amended the Surface Transportation Program (STP) to allow any projects eligible under the RTP to also be eligible for STP funds. Recreational trail projects in highway rights-of-way must be treated as highway projects.

## H.1.2 Rivers, Trails and Conservation Assistance Program

This program (RTCA) is a National Parks Service program that provides technical assistance via direct staff involvement to establish and restore greenways, rivers, trails, watersheds, and open space. The RTCA program provides planning assistance only. Projects are prioritized for assistance based upon criteria that include conserving significant community resources, fostering cooperation between agencies, serving a large number of users, encouraging public involvement in planning and implementation and focusing on lasting accomplishments. Federal agencies may be the lead partner only in collaboration with a non-federal partner.

## H.1.3 Land and Water Conservation Fund

This program (LWCF) provides grants for planning and acquiring outdoor recreation areas and facilities, including trails. LWCF is administered by the National Parks Service and the California Department of Parks and Recreation and has been reauthorized until 2015. Cities, counties and districts authorized to acquire, develop, operate and maintain park and recreation facilities are eligible to apply. Applicants must fund the entire project and will be reimbursed for fifty percent of costs.

Eligible project must meet two specific criteria. The first is that projects acquired or developed under the program must be primarily for recreational use and not transportation purposes, and the second is that the lead agency must guarantee to maintain the facility in perpetuity for public recreation. Applications are considered using criteria such as priority status within the State Comprehensive Outdoor Recreation Plan (SCORP). The State Department of Park and Recreation will select which projects to submit to the National Park Service (NPS) for approval. Final approval is based on the amount of funds available that year, which is determined by a population-based formula. Trails are the most commonly approved project. The grant process for local agencies is competitive, and 40 percent of grants are reserved for northern California.

## H.1.4 Highway Safety Improvement Program

Administered by Caltrans, these program funds are intended to help achieve a significant reduction in traffic fatalities and serious injuries on public roads. HSIP requires Caltrans to develop and implement a Strategic Highway Safety Plan (SHSP) that identifies improvements. Caltrans sets aside funds for construction and operational improvements on high-risk rural roads and may use the remainder of funds for bicycle and pedestrian pathways or trails and education and enforcement. Previous application deadlines have been in October.

## H.1.5 Federal Lands Highway Funds

This program's (FLH) funds may be used to build bicycle and pedestrian facilities in conjunction with transit, roads and parkways on federal or Indian lands. The projects must be transportation-related and tied to a plan adopted by the state and local metropolitan planning organization. FLH funds may be used for planning and construction.

### **H.1.6 Transportation, Community and System Preservation Program**

This program (TCSP) provides federal funding for transit-oriented development, traffic calming and other projects that improve the efficiency of the transportation system, reduce the impact on the environment and provide efficient access to jobs, services and trade centers. It is intended to provide communities with the resources to explore the integration of their transportation system with community preservation and environmental activities. States, metropolitan planning organizations, local governments and tribal governments are eligible for TCSP funding, and a 20 percent funding match is required.

### **H.1.7 National Scenic Byways Program**

Through SAFETEA-LU authorization, the National Scenic Byways Program received \$175 million from 2005 through 2009 to provide National Scenic Byways, All-American Roads and State-designated byways with technical assistance and grants for projects that enhanced recreation access. Eligible projects included the construction of bicycle and pedestrian facilities, interpretive facilities and overlooks. The National Scenic Byways program was eliminated under MAP-21. However, some scenic byway projects will remain eligible under the scenic byways category under the Transportation Alternatives Program (TA).

### **H.1.8 Internal Federal Agency Funds**

Federal land management agencies such as the National Parks Service have their own internal dedicated and competitive funding programs. For example, while there are no specific funding sources allocated for Anza Trail projects, the National Parks Service does certify trail segments that meet specific requirements and has a cost sharing program that provides a 50 percent match of up to \$30,000 per project. Certified Anza Trail segments can also use the Anza Trail emblem on distance markers and interpretive signs.

## **H.2 State**

State funding for trail projects comes from a variety of sources, including federal allocations to state governments and voter-approved bonds. State of California agencies typically charged with administering these funds include Caltrans and the Department of Parks and Recreation (DPR).

### **H.2.1 Statewide Park and Community Revitalization Program**

This program provides competitive grants for new parks and recreational facilities for the most underserved communities in California. Neighborhood and regional trails are eligible for the grant program. Grants from \$100,000 to \$5,000,000 are awarded and no local matching funds are required.

### **H.2.2 Bicycle Transportation Account**

Caltrans administers the Bicycle Transportation Account (BTA), state funding for local planning and construction projects that improve the safety and convenience of bicycling for transportation (e.g., bikeways accessing schools, employment centers and transit). Applicants must have an approved Bicycle Transportation Plan (BTP) and their project must meet Caltrans Highway Design Manual (HDM) Chapter 1000 requirements and California Manual of Uniform Traffic Control Devices (CAMUTCD) standards. Maximum individual grant is \$1.2 million.

### **H.2.3 Habitat Conservation Funds**

Authorized by the California Wildlife Protection Act in 1990, Habitat Conservation Funds can be used for the construction of trails for the purpose of protecting wildlife corridors. The program allocates \$2 million per year to the California Department of Parks and Recreation to administer to public agencies. There is no minimum or maximum grant amounts and awardees must match fifty percent of the project cost. This program sunsets in FY 2019/20.

### **H.2.4 Environmental Enhancement and Mitigation Program**

This program (EEMP) provides grant opportunities for projects that indirectly mitigate environmental impacts of new transportation facilities. Projects should fall into one of the following three categories: highway landscaping and urban forestry, resource lands projects or roadside recreation facilities. The local Caltrans District must support the project and the program is administered by the State Resources Agency.



## H.2.5 Wildlife Conservation Board Public Access Program

This program funds land acquisitions that preserves wildlife habitat or provides recreational access for hunting, fishing or other wildlife-oriented activities. Up to \$250,000 is available per project with applications accepted quarterly. Eligible projects include interpretive trails, river access and trailhead parking areas. The state must have a proprietary interest in the project. Local agencies are generally responsible for the planning and engineering phases.

## H.2.6 State River Parkways Program

This goal of this program is to provide recreational, wildlife, flood management, water quality and urban waterfront revitalization benefits to communities along river corridors. Trail-related projects are a strong component of the program, by achieving recreation, interpretation and potentially conversion of abandoned industrial lands goals. Public access is a fundamental requirement of the program.

## H.2.7 California Conservation Corps

California Conservation Corps (CCC) is a public service program employing youth in natural resource work that occasionally provides assistance on construction projects. The CCC may be written into grant applications as a project partner, but to utilize CCC labor, project sites must be public land or be publicly accessible. CCC labor cannot be used to perform regular maintenance, but it can perform annual maintenance, such as the opening of trails in the spring.

## H.2.8 Community-Based Transportation Planning Demonstration Grant Program

This fund, administered by Caltrans, provides funding for innovative planning projects that exemplify livable community concepts including bicycle and pedestrian improvement projects. Eligible applicants include local governments, metropolitan planning organizations and regional transportation planning agencies. A 10 percent local match is required and projects must demonstrate a transportation component or objective. Statewide, \$3 million is available annually.

## H.2.9 Internal State Agency Funds

State land management agencies such as Caltrans, State Parks and Department of Fish and Wildlife have their own internal dedicated and competitive funding programs for public access, transportation and trails.

## H.3 Local

Local sources for trail implementation come from local and state sales tax revenues and can come from development fees.

### H.3.1 Transportation Development Act

Transportation Development Act Article III funds are state block grants awarded monthly to local jurisdictions for transit, bicycle and pedestrian projects in California. Funds for pedestrian projects originate from Local Transportation Funds (LTF), which are derived from a quarter percent of the general state sales tax. LTF are returned to each county based on sales tax revenues. Article 3 of the Transportation Development Act sets aside two percent of LTF for bicycle and pedestrian projects. Eligible trail projects include construction and engineering for capital projects, maintenance of bikeways and development of comprehensive bicycle or pedestrian facilities plans. These funds may be used to meet local match requirements for federal funding sources.

### H.3.2 Development Impact Fees

Fees placed on new development can be used as local matching funds to attract funding from other grant sources. Development impact fees or other project-specific exactions are more readily achieved when bikeway and trail projects are identified in countywide planning documents and are described as serving a specific geographic area where future development is planned or may occur.

### H.3.3 Development Subdivision Requirements

If a local agency adopts an alignment for a trail system and if this system is shown on private property, under State of California subdivision act, the property owner can be required to provide easements, rights of way, and other accommodation through private properties. It is important for each local agency to adopt master plans and circulation or recreation elements in their general plan in order to condition future property owners who are required to go through a discretionary process.



## H.4 Non-Traditional

Non-traditional sources can be public, private or non-profit entities not commonly identified as trail funding sources because their main intent is not to directly construct trails, such as Community Development Block Grants, or may be relatively small fund amounts, such as American Greenways Program or Bikes Belong.

### H.4.1 Community Development Block Grants

This federal program provides money for streetscape revitalization that may be largely comprised of pedestrian improvements. Grantees may use CDBG funds for building and improving public facilities, such as streets, sidewalks and community recreational facilities and for planning and administrative expenses.

### H.4.2 American Greenways Program

Administered by The Conservation Fund, this program provides funding for the planning and design of greenways and for unpaved trail development. Eligible applicants include local, regional or statewide non-profit organizations and public agencies. Grants are small. The maximum award is \$2,500, but awards typically range from \$500 to \$1,500.

### H.4.3 Bikes Belong Grant

Bikes Belong is an organization sponsored by bicycle manufacturers with the intent to increase bicycle riding in the United States. Bikes Belong provides grant opportunities of up to \$10,000, with no required match, to organizations and agencies seeking to support bicycle facility and advocacy efforts. Eligible projects include paved bicycle paths, rails-to-trails and mountain bike trails.

### H.4.4 Health Care Organizations

Health care organizations have been funding on-the-ground improvements to encourage people to engage in more physical activity. An example is Kaiser Permanente's Community Benefit program, which provided over \$634 million in 2010 funding and grants for programs to support healthy people and healthy living. According to their website:

*"Healthy communities foster healthy people. That is why Kaiser Permanente supports programs that teach, inspire, and encourage the creation of healthy communities. From education about better food choices to advocacy for more green space for exercise and play, our vision is healthy living for everyone."*

Other health care organizations have directly supported trail right-of-way acquisition and construction. A prime example is the Swamp Rabbit Trail system in Greenville, South Carolina. (<http://greenvillerec.com/swamprabbit> - Online map: <http://grvlsc.maps.arcgis.com/apps/OnePane/basicviewer/index.html?appid=d0ffd46ed6ec426490fb1d406144cb20>)

### H.4.5 Other Sources

Local sales taxes, fees and permits may be implemented as new funding sources for trail projects. However, any of these potential sources would require a local election. Volunteer programs may be developed to substantially reduce the cost of implementing some routes, particularly natural surface trails. For example, a local college design class may use such a route as a student project, working with a local landscape architectural or engineering firm. Work parties could be formed to help clear and flag the right-of-way. A local construction company may donate or discount services beyond what the volunteers can do. A challenge grant program with local businesses may be a good source of local funding, through which the businesses can "adopt" a route or segment to help construct and maintain it.

## H.5 Funding Matrix

Table H-1 is a compilation of the funding sources and their relevant information in a matrix format to facilitate review and comparison of source requirements. Included are application deadlines, known maximum awards, matching requirements and eligible trail types. Not all funding sources have these requirements, which is indicated by NA, or "Not Applicable," where this is the case.



## Table H-1: Funding Matrix

Funding Source	Application Deadline	Administering Agency	Match Req'd.	Max. Grant	Eligible Applicants	Transportation	Recreation	Safety/Education	Maintenance and Restoration	Technical Assistance	Paved	Unpaved	Comments
<b>Federal</b>													
<b>Federal</b>													
Federal Lands Highway Funds	Varies	FHWA	None	NA	Federal and tribal land managers	✓					✓		Project must be identified in plan adopted by state or MPO.
Highway Safety Improvement Program	October	Caltrans	None	\$900,000	Agency that assumes responsibility for a publicly owned roadway	✓	✓	✓			✓	✓	Highway safety improvement projects benefiting publicly-owned bicycle and pedestrian trails and pathways.
Land and Water Conservation Fund	May	National Parks Service	50%	\$3.5 M	Cities, counties, districts authorized to acquire, develop, operate and maintain park and recreation facilities.	✓	✓				✓	✓	No more than 25% of grant may be spent on nonconstruction costs.
Recreational Trails Program	October	FHWA	12%	\$234,000	Public agency and non-profit organizations managing public lands	✓	✓	✓	✓		✓		Maximum funds per each project 88% of total project cost. Applicant responsible for obtaining match amount at least 12% of total cost.
Rivers, Trails and Conservation Assistance	August	National Parks Service	None	NA	State or local agency, tribe, non-profit or citizens' groups. Federal agencies, including NPS, may apply with non-federal partner.					✓			Projects demonstrating tangible conservation and recreational results in near future.
Transportation, Community and System Preservation Program	Varies	FHWA	20%	\$974,000	States, MPOs, local governments and tribes	✓					✓		Intended to integrate transit systems and preserve communities. Maximum grant awarded was in California in FY2010.
National Scenic Byways Program													
<b>State</b>													
<b>State</b>													
State Bicycle Transportation Account	December	Caltrans	10%	\$1.2 M	Public agencies with Caltrans-approved bicycle plan	✓					✓	✓	Projects must be identified in Caltrans-approved bicycle plan.
California Conservation Corps	None	California Conservation Corps	NA	NA	Public land managers				✓				CCC provides labor assistance for maintaining trails.
Community-Based Transportation Planning Program	April	Caltrans	10%	\$300,000	Public agencies, transit agencies, tribes and nonprofits	✓					✓		Funds integrated transportation and land use planning.
Environmental Enhancement Program	November	Caltrans	None	\$350,000	Public agencies and nonprofits	✓					✓	✓	Project must be directly or indirectly related to mitigating environmental impact of an existing transportation facility.
Habitat Conservation Funds	October	California State Parks	50%	None	Public agencies	✓	✓				✓	✓	Grant award may include habitat restoration near trails.
Statewide Park and Community Revitalization Program	March	California State Parks	None	\$5.0 M	Cities, counties, districts and joint powers authorities	✓	✓				✓	✓	Projects must be in most underserved California communities and part of development project.
Wildlife Conservation Board Public Access Program	Continuous	Wildlife Conservation Board	None	\$250,000	Public agency and nonprofits		✓				✓	✓	State must have proprietary interest in project.
River Parkways Program	Fall	Resources Agency	None	Approx. \$1M	Governments, non-profits and community organizations		✓	✓	✓		✓	✓	
<b>Local</b>													
<b>Local</b>													
Development Impact Fees	NA	Public land owners	NA	NA	NA	✓	✓				✓	✓	Local land owners can require developers to construct trails as condition of development.
<b>Non-Traditional</b>													
American Greenways Program	June	The Conservation Fund	None	\$1,200	Non-profit organizations and public agencies		✓				✓	✓	Purpose is to stimulate trail and greenway planning.
Bikes Belong	Continuous	Bikes Belong	None	\$10,000	Non-profit organizations and public agencies	✓	✓				✓	✓	Grants may be used for facility implementation and advocacy efforts to encourage cycling.
Health Care Organizations	Varies	Health Care Organizations	Varies	NA	Non-profit organizations and public agencies	✓	✓				✓	✓	Health care organizations have funded right-of-way acquisition and trail construction

# Salinas River Trail Master Plan



Alignment Prioritization Criteria





# Alignment Ranking Criteria

## I.1 Introduction

The overall vision for the Salinas River Trail is of a river-themed, braided, connected trail system that provides a catalyst for economic development and collaborative programs between communities.

In response to the above goal, the Salinas River Trail Master Plan represents an opportunity to capitalize on existing resources and, through building connections, foster economic growth and collaboration, both local and regional. However, like any riparian trail system spanning several jurisdictions, the Salinas River Trail is not without significant challenges or constraints.

To capitalize on the opportunities and minimize the constraints, a prioritization of possible alignments was conducted employing specific criteria and weighting. The following is a summary of the rationale behind the ranking criteria applied to potential alignments for the Salinas River Trail system. It serves to explain both the choice of certain criteria and their relative weighting.

## I.2 General Corridor Selection Criteria

The following is a general prioritized list of factors to consider when narrowing down the various alternatives that are available for connecting Santa Margarita and San Miguel:

- Safety
- Destination connectivity/route directness
- Private property impacts
- Accommodates multiple users
- Accessible to the highest population density
- Trail user experience
- Avoidance of environmental impacts
- Ease of implementation
- Best utilization of existing and planned bicycle, trail and pedestrian facilities

## I.2.1 Prioritized Selection Process

The selection of a preferred route is best obtained by an iterative process where a route is found that meets the first criteria, and if one cannot be found that meets the first criteria, move on to a second option that meets the second criteria and third criteria, until a route can be found.

Below are descriptions of the factors used in selecting routes:

**Preferred Alignment: keep the alignment near river corridor if the following criteria are met:**

- Within 0.25 miles of activity centers, schools, parks, amenities
- Within 100' of riparian corridors (to allow for soft surface spur trails and better user experience)
- Within 0.5 miles from existing bicycle facilities
- On public land or agriculture type favorable for multi-use path
- Favorable slope
- Favorable geology/soils/flood zone
- Within 0.25 miles of existing trailhead
- Within 0.25 miles of existing soft surface trails
- Adjacent to agriculture type favorable for multi-use path

**Second Level of Priority: utilizing adjacent easement**

- Within 0.25 mile of activity centers, schools, parks, amenities
- Within 100' of riparian corridors (to allow for soft surface spur trails)
- Within 0.5 miles from existing bicycle facilities
- Available width for minimum trail design
- Public easement
- Favorable slope
- Within 0.5 miles from roadway favorable for a bicycle facility

**Third Level of Priority: Utilize road right-of-way with available width**

- Within 0.5 miles of activity centers, schools, parks, amenities
- Available right-of-way width for minimum trail design
- Connection with existing bicycle facilities
- Bicycle collisions have occurred
- Moderate to High ADTs



### **Fourth Level of Priority: utilize existing road right-of-way for bicycle lanes**

- Within 0.5 miles of activity centers, schools, parks, etc
- Within 0.5 miles from existing bicycle facilities
- Available right-of-way width for bike lanes
- Good line of sight
- Opportunities to improve conditions where bicycle collisions have occurred
- Moderate ADTs
- Appropriate speed limit

### **Fifth Level of Priority: utilize existing road right-of-way for shared lanes**

- Within 0.5 miles of activity centers, schools, parks, amenities
- Within 0.5 miles from existing bicycle facilities
- No available right-of-way width for bike lanes
- Good line of sight
- Opportunities to improve conditions where bicycle collisions have occurred
- Low ADTs
- Speed limit  $\leq$  35 MPH

## **I.2.2 Challenges and Opportunity Overview**

Tables I-1, I-2 and I-3 describe the importance of various physical factors that represent challenges and opportunities for different parts of each trail segment. The GIS system used for this project allows specific polygons associated with areas within the study area to be ranked and overlaid where the trail segments are proposed. The overlay function assigns a value to the segment that falls within the polygon. This is a numeric value that can be added to other values related other factors. When these numbers are composited with each other, a total score is assigned to each unique segment.

Because of the nature of the varying polygonal shapes, thousands of unique discrete sections with different values can apply to an area. However, if a segment within that area is chosen as a preferred route, the positive or negative factors associated with that segment will be what is actually experienced. Therefore, the raw scores of the very small pieces that make up the segment are then averaged for a score for each overall segment from one nodal intersection to another, with the sum of the segments making up one of six reaches.

Higher weighting (or level of importance) was then assigned to individual challenges or opportunities. This weighting was determined through consultation with the project Steering Committee.

In general, it is important not to oversimplify the weighting scores by employing rounded or full integers. This often results in exaggerating the importance of one factor compared to another. Using decimal points or percentages are generally the best approach. Therefore, a high weighting factor of 2 has been used and a low of 0.5. When these are multiplied with the raw scoring factors, they can combine to help differentiate segment choices, but not so much that they skew the results.

## **I.2.3 Challenges and Opportunity Tables**

Refer to Tables I-1 through I-3 to see how each score and weighting factor applied to different trail types. These tables describe the criteria that were used to determine a raw score and the weighting of importance of these factors.

## **I.2.4 Challenges and Opportunity Overview Maps**

The first three figures are overview maps showing the results of this overlay qualitative mapping exercise. Figures I-1 through I-3 show the overall composite corridor rankings for each of the three trail types over the entire study area. Figures I-4 through I-9 are closer, more detailed views of each of the trail alignments and their ranking based on the composite of all factors.

## **I.2.5 Study Area Thematic Maps**

Figures I-10 through I-22 are maps of opportunity rankings. Trail segments that fell into these polygons received a positive number assignment.

Figures I-23 through I-32 formed the basis of project area challenges and generally caused affected segments to receive a negative number assignment.

Figures I-33 through I-37 were categorized destinations considered to be important for transportation and access purposes. These figures are represented in the composited Figure I-22: Proximity to Public Destinations.



**Table I-1: Opportunities and Challenges for Soft Surface Trails**

<b>Type 1a &amp; 1b</b>	<b>Importance</b>	<b>High Challenge</b>	<b>Moderate Challenge</b>	<b>Minor Challenge</b>	<b>Minor Opportunity</b>	<b>Moderate Opportunity</b>	<b>High Opportunity</b>
	Based on Steering Comm.	Areas to avoid / near fatal flaws	Constrained with challenges for implementation	Slightly constrained but still implementable	Slight opportunity that helps implementation	Moderate opportunity for trail alignment & implementable	Great opportunity for trail alignment, ease of implementation
<b>Raw Score:</b>	0.5 to 2.0	-2	-1	-0.5	0.5	1	2
<b>PROJECT OPPORTUNITY FACTORS</b>							
<b>1. User Experience</b>	<b>2.00</b>				Trail not near river, but has views of river valley or adjacent creeks	Trail goes through natural areas or slightly developed areas near river	Trail goes through diverse natural areas
<b>2. Public Ownership of Lands</b>	<b>2.00</b>				Publically owned lands by quasi-public agencies where primary use is not focused on public access	Publically owned undeveloped lands, easements and semi-developed ROW	Publically owned dedicated open space, parkland or undeveloped ROW
<b>3. Current level of disturbance</b>	<b>0.75</b>				Slightly vegetated but disturbed area	Open sand area of the river	Existing improved trailbeds or roadbeds
<b>PROJECT CHALLENGE FACTORS</b>							
<b>A. Private Property Rights</b>	<b>2.00</b>	Private property (<5 acres)	Private property (>5 acres)	Union Pacific easements			
<b>B. Potential disturbance or nuisance to adjacent Existing Land Use</b>	<b>0.75</b>	Trail within 50' of isolated rural house away from existing public roadways	Trail within 12.5' of high density mixed-use or multi-family residential	Trail within 12.5' of community commercial, industrial, mixed use, office, single-family or suburban residential			
<b>C. Adjacent Agriculture Type (within 12.5' of trail centerline)</b>	<b>0.75</b>	Orchards, vegetables, irrigated row crops or equestrian paddocks	Dryland row crops, non-equestrian livestock corrals and paddocks	Vineyard, nursery, timberland, pasture and rangeland or livestock forage crops			
<b>D. General Vegetation Cover (within 12.5' of trail centerline)</b>	<b>0.75</b>	Herbaceous and wooded wetland	Herbaceous	Urban built-up, agriculture, heavily wooded with dense brush			
<b>E. Hydric Soils</b>	<b>0.50</b>	All hydric	Partially hydric	Potentially hydric (assumed but not documented)			

## Type 2a & 2b

Raw Score:

Importance	High Challenge	Moderate Challenge	Minor Challenge	Minor Opportunity	Moderate Opportunity	High Opportunity
Based on Steering Comm.	Areas to avoid / near fatal flaws	Constrained with challenges for implementation	Slightly constrained but still implementable	Slight opportunity that helps implementation	Moderate opportunity for trail alignment & implementable	Great opportunity for trail alignment, ease of implementation
0.5 to 2.0	-2	-1	-0.5	0.5	1	2

### PROJECT OPPORTUNITY FACTORS

1. Trail Experience	2.00				Path not near river, but has views of river valley	Path goes through natural areas or slightly developed areas near river with views	Path goes through diverse natural areas and/or historic areas near river
2. Public Ownership of Lands	2.00				Publically owned lands by quasi-public agencies where primary use is not focused on public access or Union Pacific non-ROW ownership	Publically owned undeveloped lands, easements and semi-developed ROW	Publically owned dedicated open space, parkland or undeveloped ROW
3. User Comfort	1.50				Path has intermittent shade and partial exposure due to lower vegetation or levels of disturbance	Path under partial tree canopy on lower ground	Path occupies higher ground near river, with tree canopy for shade and wind protection
4. User Safety	1.50				Path highly visible to adjacent land uses or roadways	Path provides safe route in area where only high stress streets provide current routes for peds and bikes	Path concentrates trail users to existing safe railroad crossings and fences parallel routes
5. Transportation Location Context	1.50				Path located in suburban / rural area but connects 2 urbanized areas	Path near urban origins or destinations but not both	Path near both population origins and major destinations and in an urban area
6. Scarcity of Options for Transportation Links	1.00				Important bike/walk link but with two or more other alternative alignments nearby	Important bike/walk link with few roadway options on moderate stress streets or alternative alignments	Important bike/walk link with only other options on high stress streets
7. System Connectivity	1.00				Path near urban areas that extends existing trails away from more urbanized area towards another urbanized area	Path closes gap on urban side of existing trail or path	Path closes gap between two existing trails/paths in urbanized area
8. Proximity to Population Density	1.00				Path runs through census tract with 0-5 persons per acre	Path runs through census tract with 5-10 persons per acre	Path runs through census tract with >10 persons per acre
9. Proximity to Public Destinations	1.00				Regional shopping centers and grocery stores	Historical sites, wineries, entertainment centers, lodging and recreational locations	Elementary schools, public services, middle schools, transit stops, high schools and colleges
10. Current level of disturbance	0.75				Railroad maintenance road	Existing informal trails or disturbed roadbeds	Existing improved trails

### PROJECT CHALLENGE FACTORS

A. Private Property Rights	2.00	Private property (<5 acres)	Private property (>5 acres)	Union Pacific easements			
B. Flood Zones	2.00	Active floodway boundaries determined by flood zones, hydric soils, sandy soils, riparian vegetation and low topographic slope	Zone AH and AE: Areas with a 1% annual chance of shallow flooding (ponding), average depth 1-3 feet.	Zone X: Floodplains of lesser hazards or Zone D: no flood hazard analysis has been conducted or 0.2% chance of flooding using SLOCOG data			
C. Extraordinary Costs	1.00	Bridge (pre-fab) with floodway-capable abutments	Extensive retaining walls and grading	ROW or easement acquisition or agreements needed for all private lands			
D. Potential disturbance or nuisance to adjacent Existing Land Use	0.75	Trail within 50' of isolated rural house away from existing public roadways	Trail within 12.5' of high density mixed-use or multi-family residential	Trail within 12.5' of community commercial, industrial, mixed use, office, single-family or suburban residential			
E. Adjacent Agriculture Type (within 12.5' of trail centerline)	0.75	Orchards, vegetables, irrigated row crops or equestrian paddocks	Dryland row crops, non-equestrian livestock corrals and paddocks	Vineyard, nursery, timberland, pasture and rangeland or livestock forage crops			
F. General Vegetation Cover (within 12.5' of trail centerline)	0.75	Herbaceous and wooded wetland	Herbaceous	Urban built-up, agriculture, heavily wooded with dense brush			
G. Hydric Soils	0.50	All hydric	Partially hydric	Potentially hydric (assumed but not documented)			
H. Soil Risk / Stability	0.50	Sand	Heavy clay	Unconsolidated gravel / rock			
I. Landslide Risk	0.50	Very high	High	Moderate			

## Table I-2: Opportunities and Challenges for Firm Surface Multi-use Trails

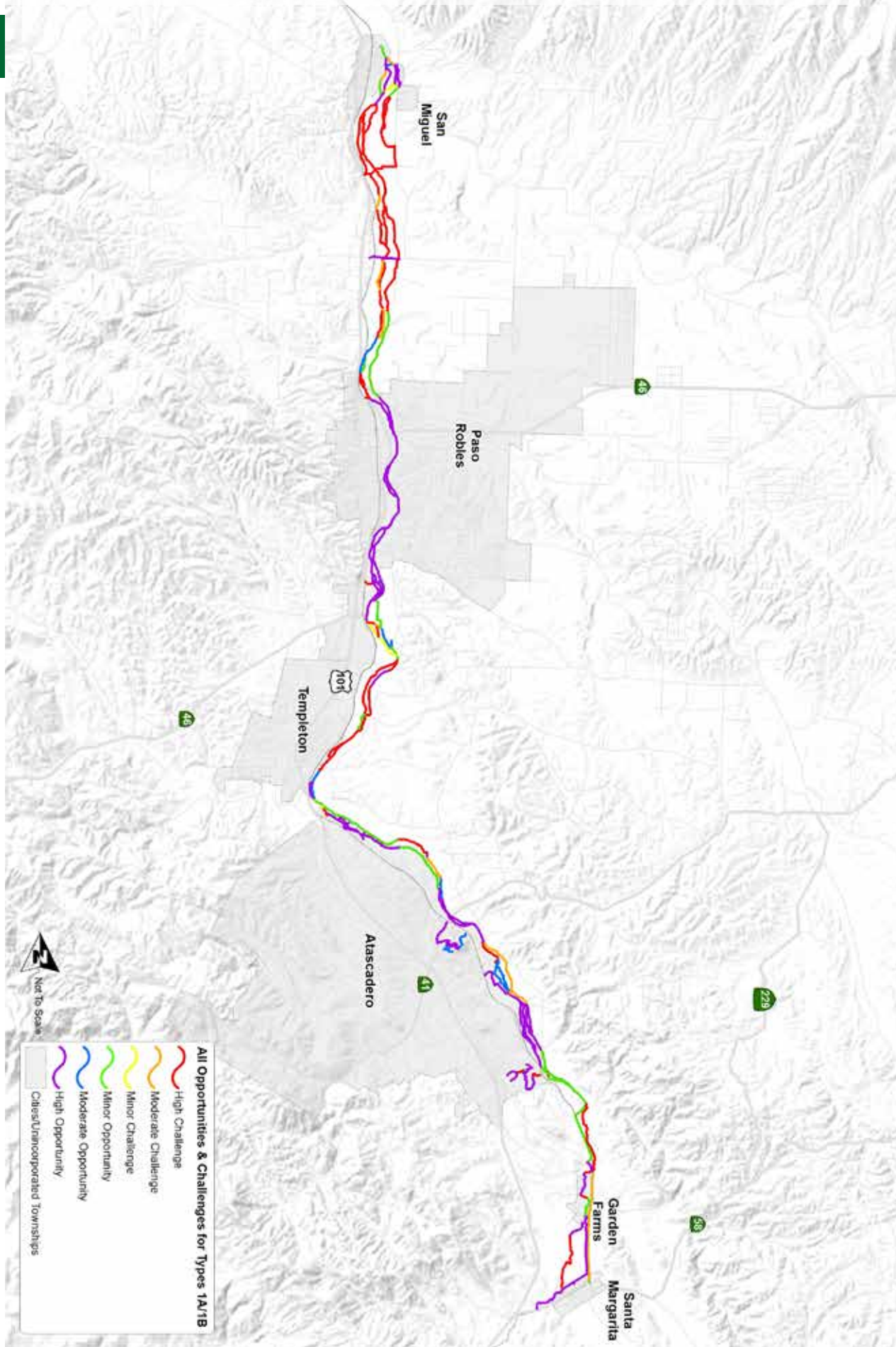
(At Left)

## Table I-3: Opportunities and Challenges for On/Near-Roadway Bike Facilities

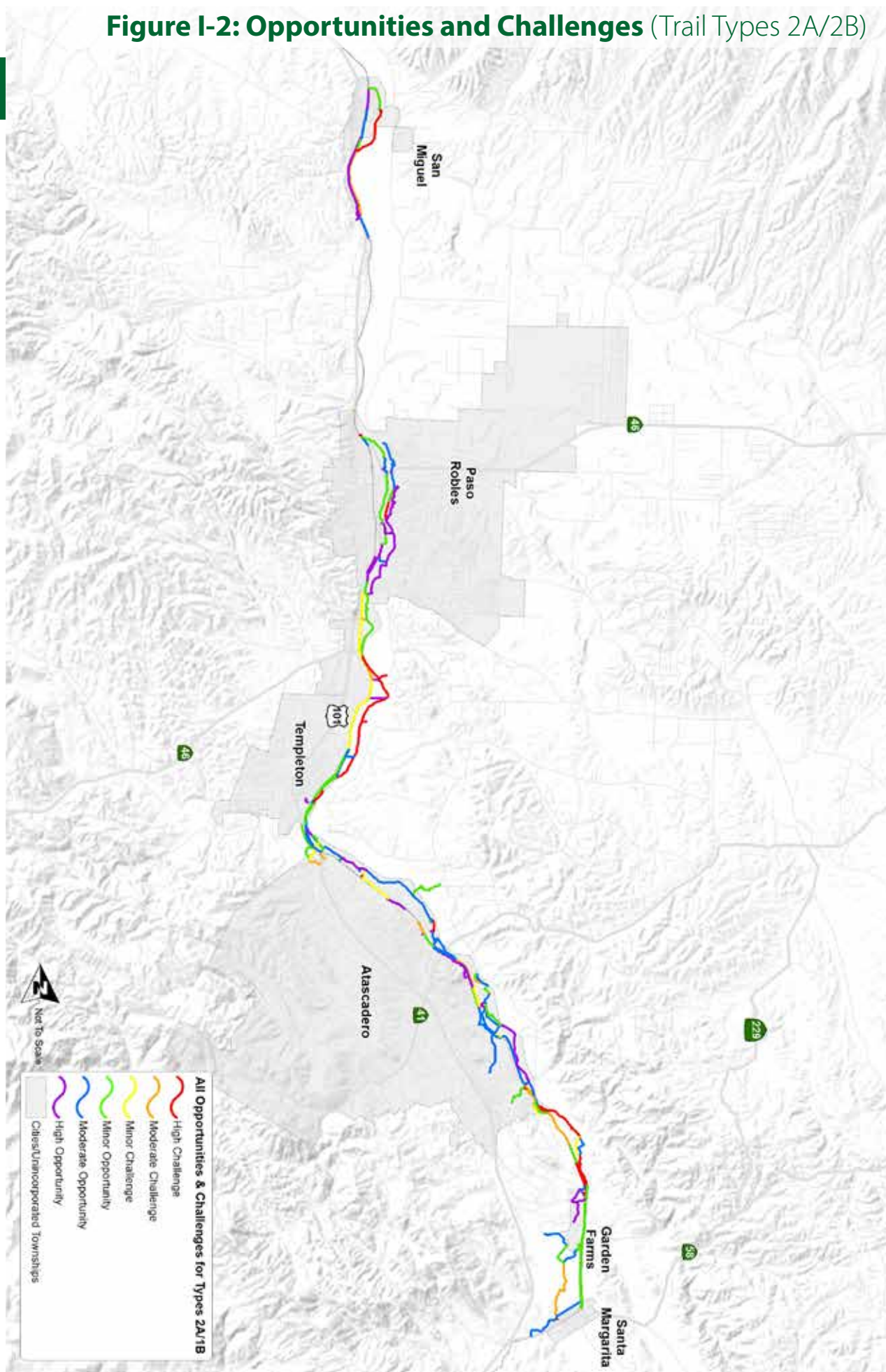
Type 3a & 3b	Importance	High Challenge	Moderate Challenge	Minor Challenge	Minor Opportunity	Moderate Opportunity	High Opportunity
	Based on Steering Comm.	Areas to avoid / near fatal flaws	Constrained with challenges for implementation	Slightly constrained but still implementable	Slight opportunity that helps implementation	Moderate opportunity for trail alignment & implementable	Great opportunity for trail alignment, ease of implementation
Raw Score:	0.5 to 2.0	-2	-1	-0.5	0.5	1	2
<b>PROJECT OPPORTUNITY FACTORS</b>							
1. User Experience	2.00				Facility not near river, but has views of river valley or adjacent creeks	Facility goes through natural areas or slightly developed areas near river	
2. User Safety	1.50				Facility is a Class 2 bike lane on moderate stress streets or Class 1 on high stress streets	Facility is a Class 2 bike lane on low stress streets or Class 1 on moderate stress streets	Facility is a Class 1 separated path or cycle track on low stress streets or away from streets completely
3. Transportation Location Context	1.50				Facility located in suburban / rural area but connects 2 urbanized areas	Facility near urban origins or destinations but not both	Facility near both population origins and major destinations and in an urban area
4. Scarcity of Options for Transportation Links	1.00				Important bike/walk link but with two or more other alternative alignments nearby	Important bike/walk link with few roadway options on moderate stress streets or alternative alignments	Important bike/walk link with only other options on high stress streets
5. Proximity to Population Density	1.00				Facility runs through census tract with 0-5 persons per acre	Facility runs through census tract with 5-10 persons per acre	Facility runs through census tract with >10 persons per acre
6. Proximity to Public Destinations	1.00				Facility near regional shopping centers and grocery stores	Facility near historical sites, wineries, entertainment, lodging or recreation	Facility connects elementary schools, public services, middle schools, transit stops & high schools
<b>PROJECT CHALLENGE FACTORS</b>							
A. Extraordinary Costs	1.00	Bridge (pre-fab) or ROW acquisitions	Class 1 separated pathways or cycle tracks (3A's)	Class 2 bike lanes or buffered bike lanes (3B's)			
B. User Safety	1.00	Facility has no designation and is on a high stress street	Facility is a Class 3 route only and on high stress streets	Facility is a Class 3 route only and on moderate stress streets			



**Figure I-1: Opportunities and Challenges** (Trail Types 1A/1B)

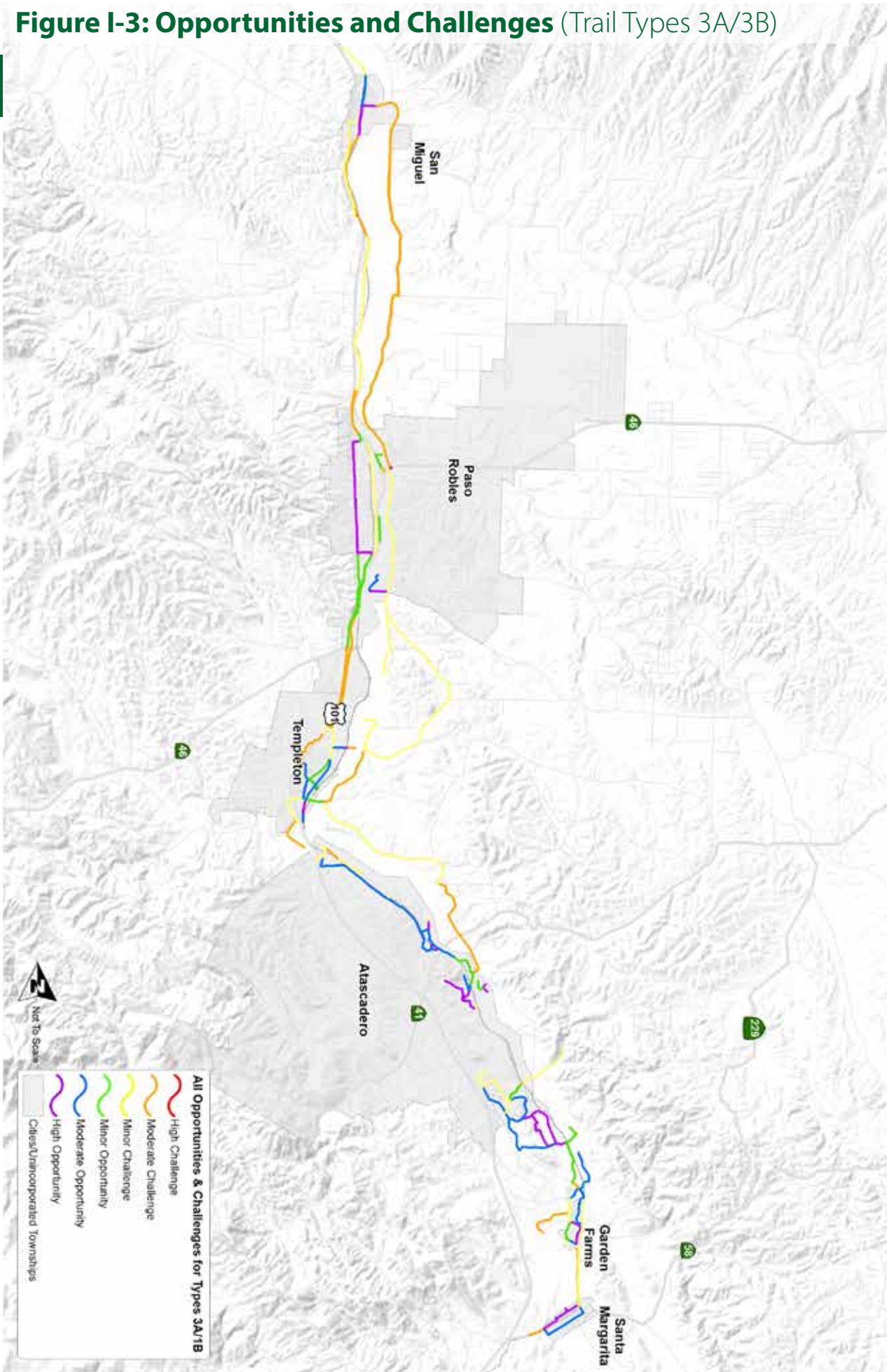


**Figure I-2: Opportunities and Challenges** (Trail Types 2A/2B)



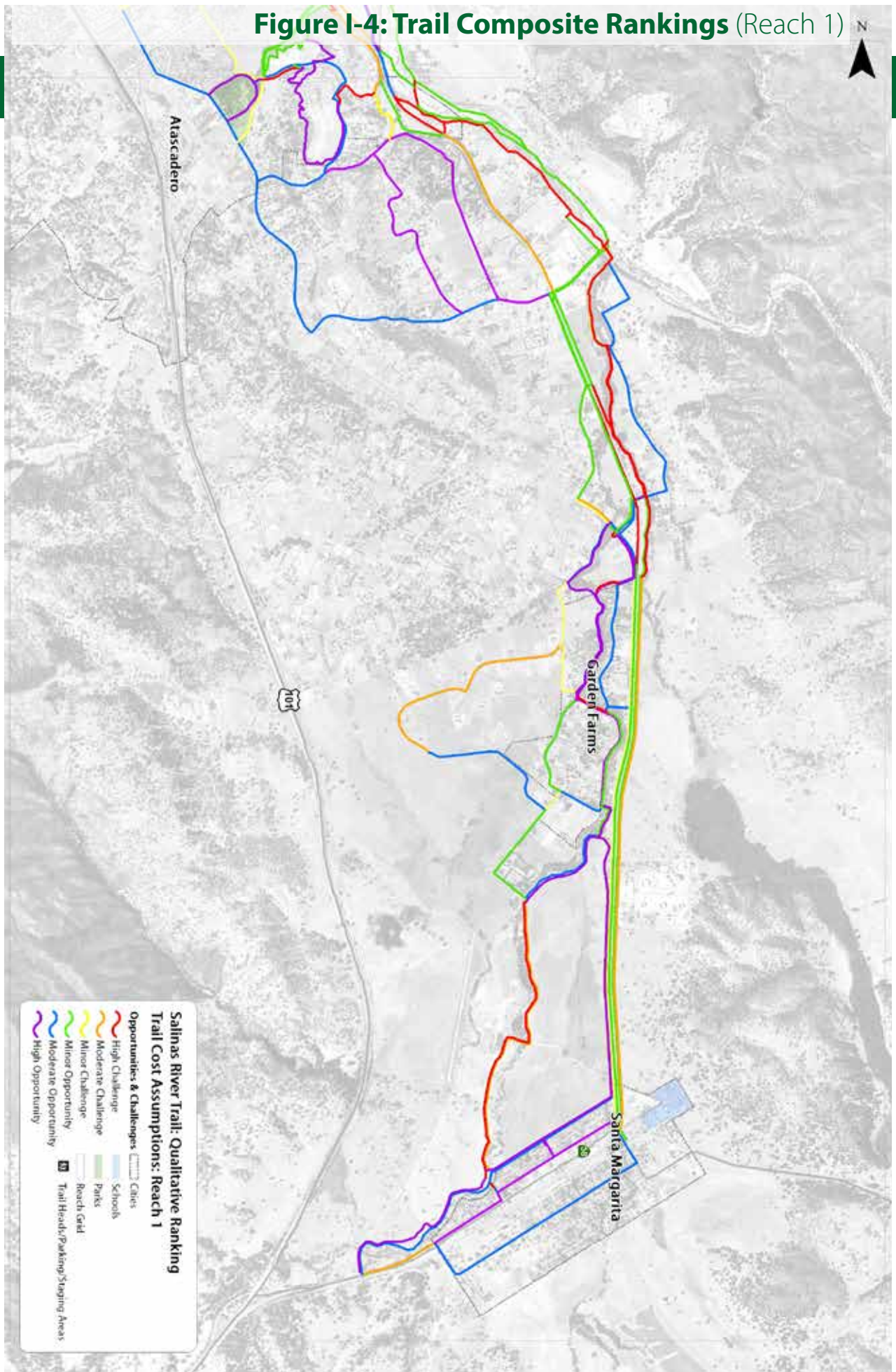


**Figure I-3: Opportunities and Challenges (Trail Types 3A/3B)**



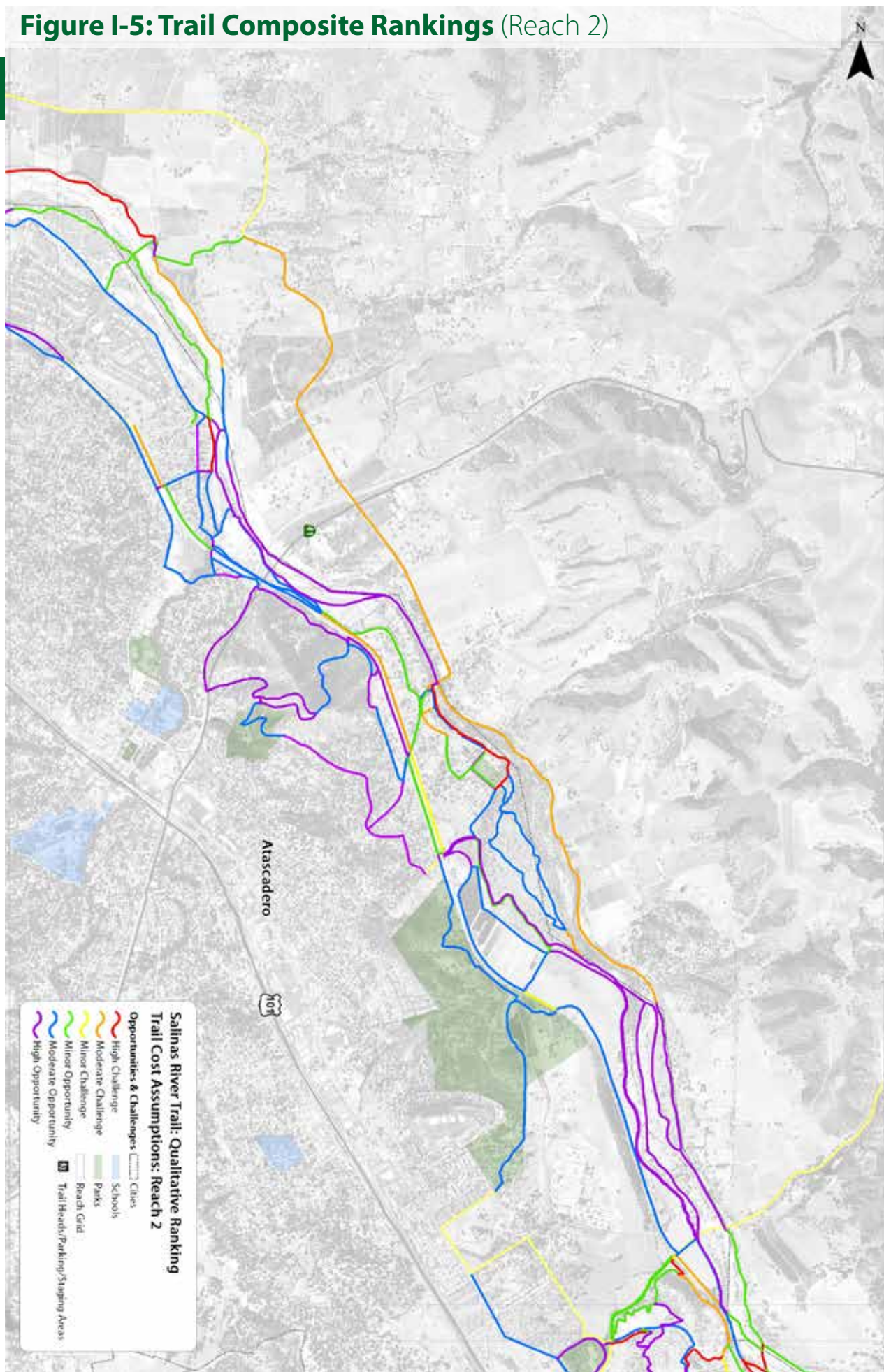


**Figure I-4: Trail Composite Rankings (Reach 1)**





**Figure I-5: Trail Composite Rankings (Reach 2)**





**Figure I-6: Trail Composite Rankings (Reach 3)**

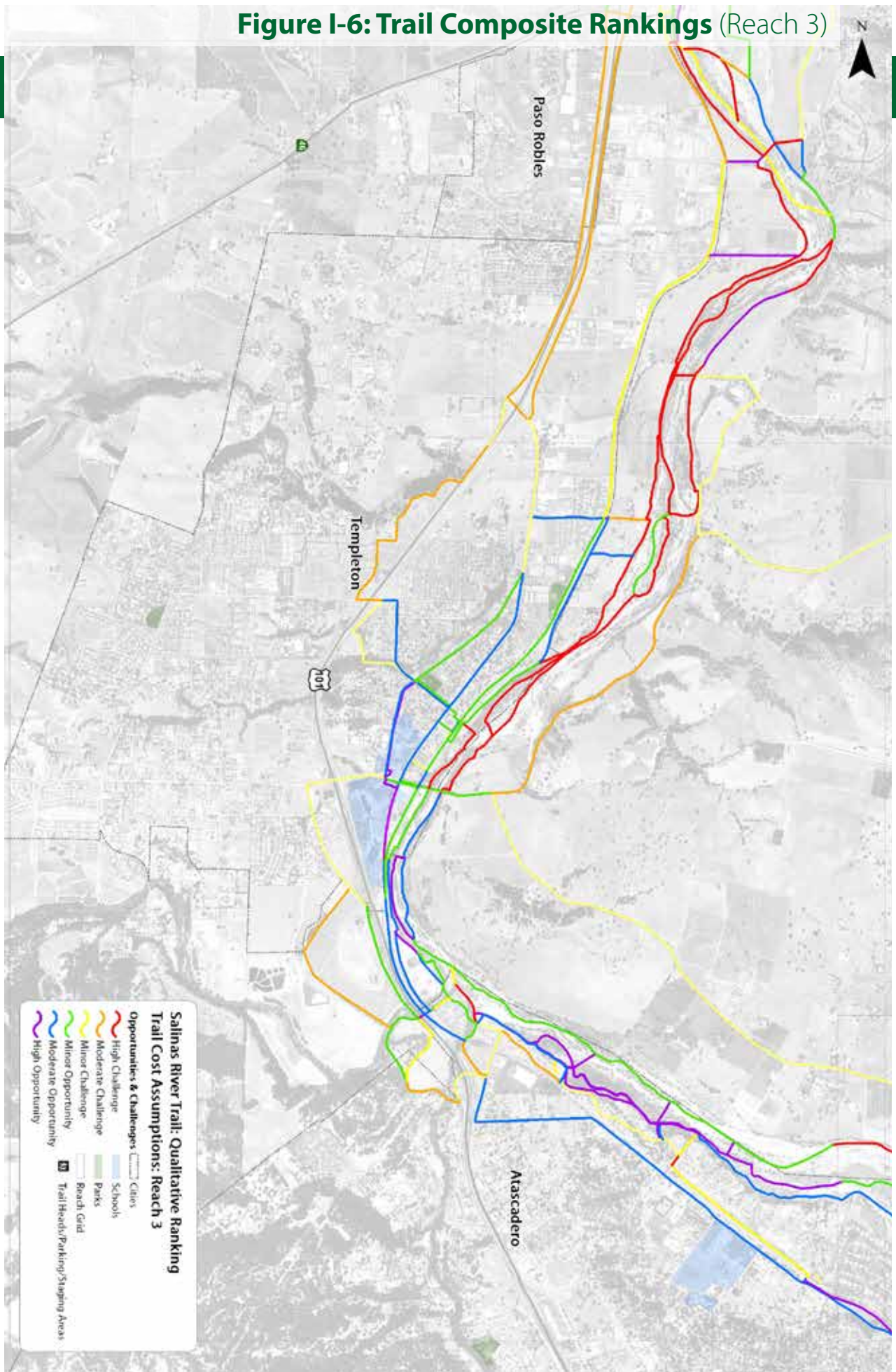
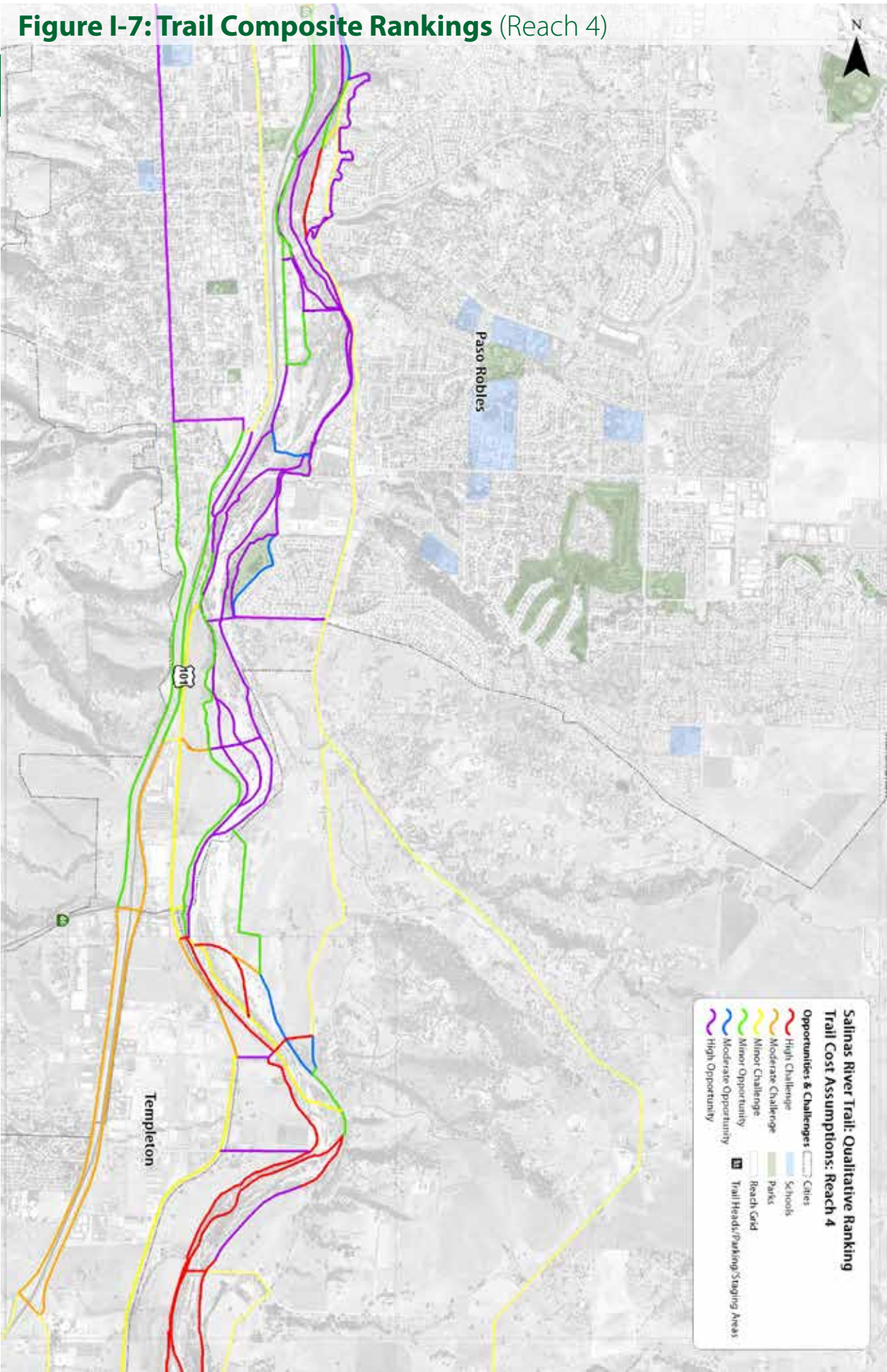
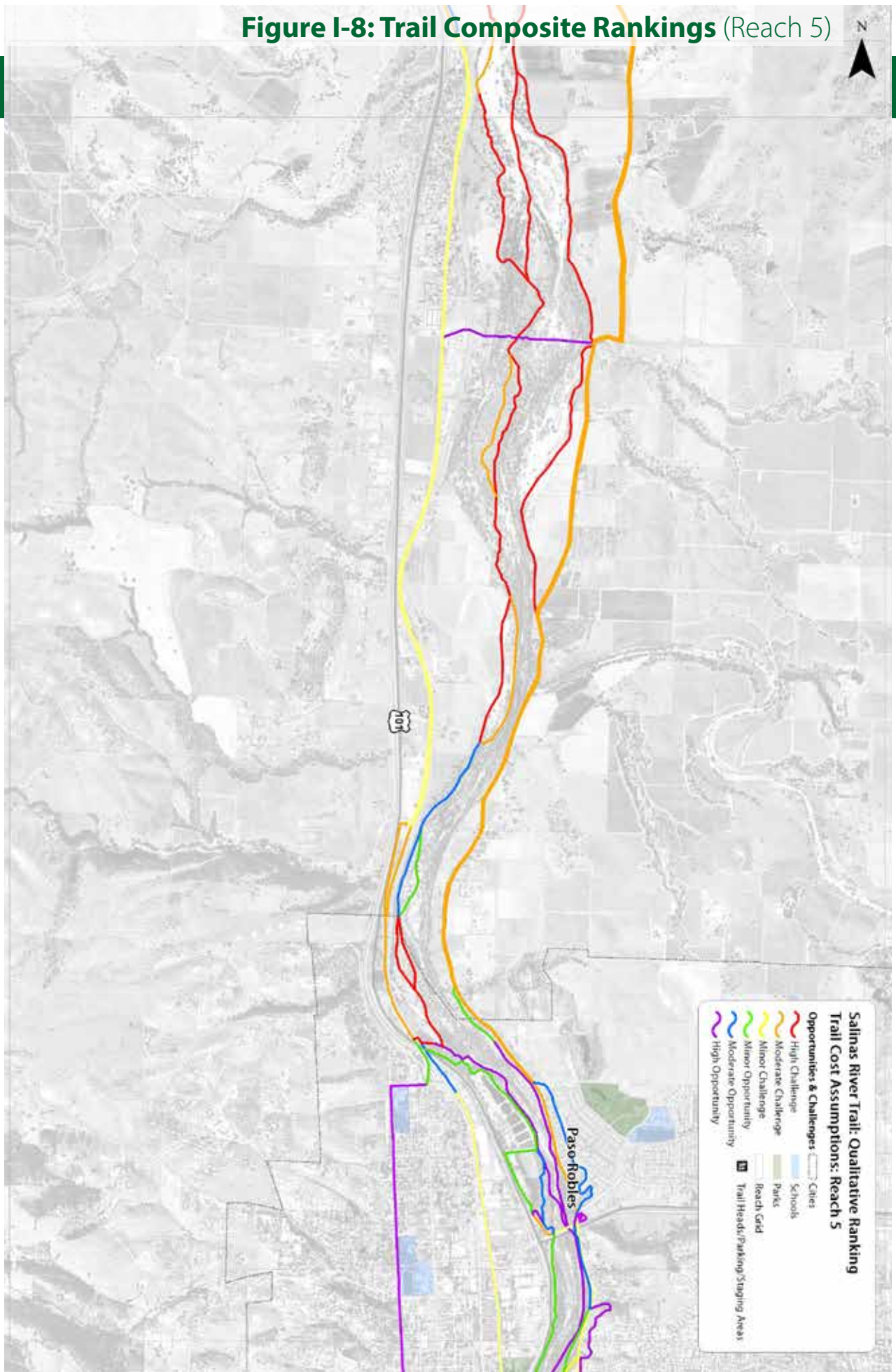




Figure I-7: Trail Composite Rankings (Reach 4)

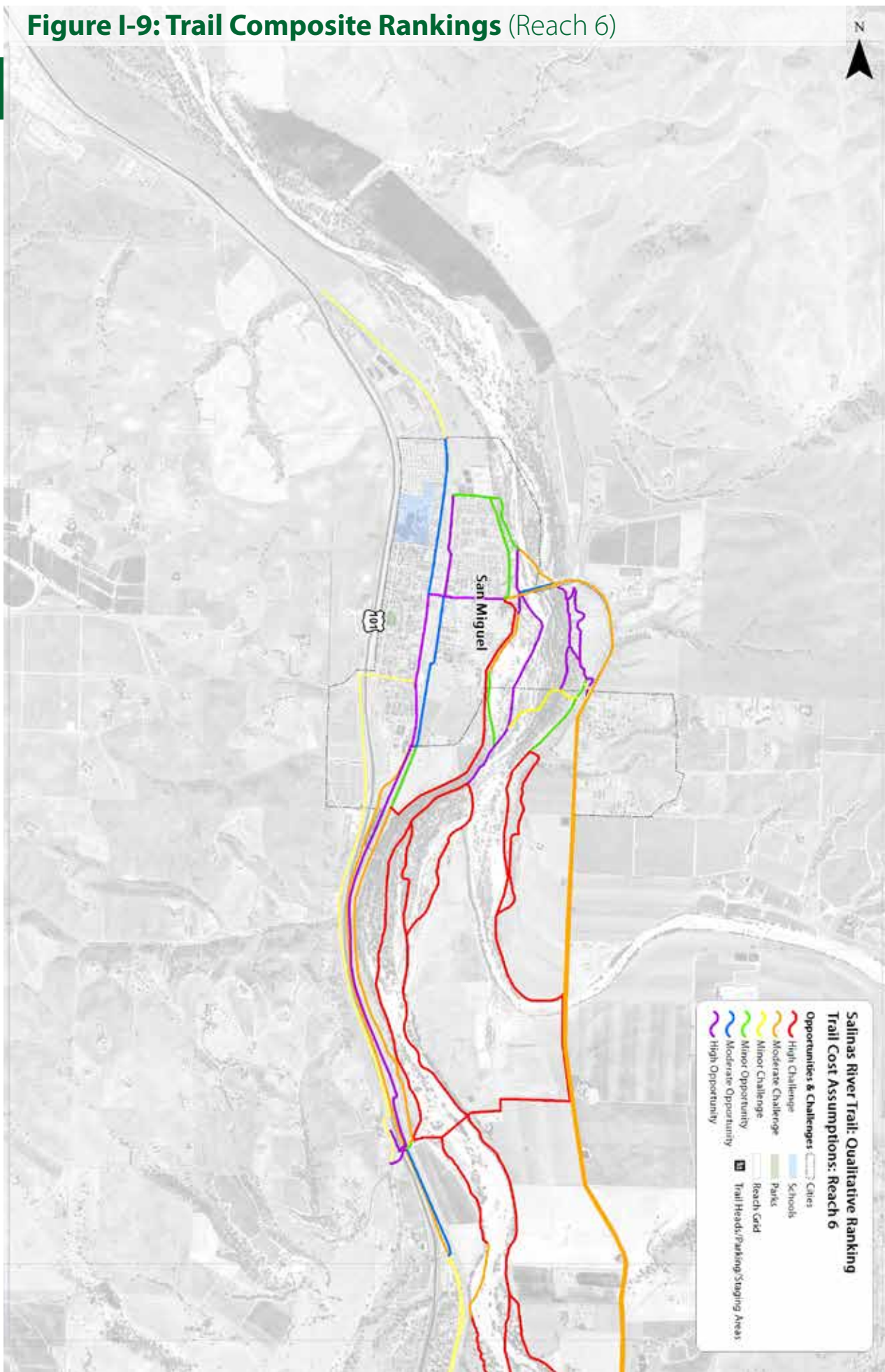


**Figure I-8: Trail Composite Rankings (Reach 5)**



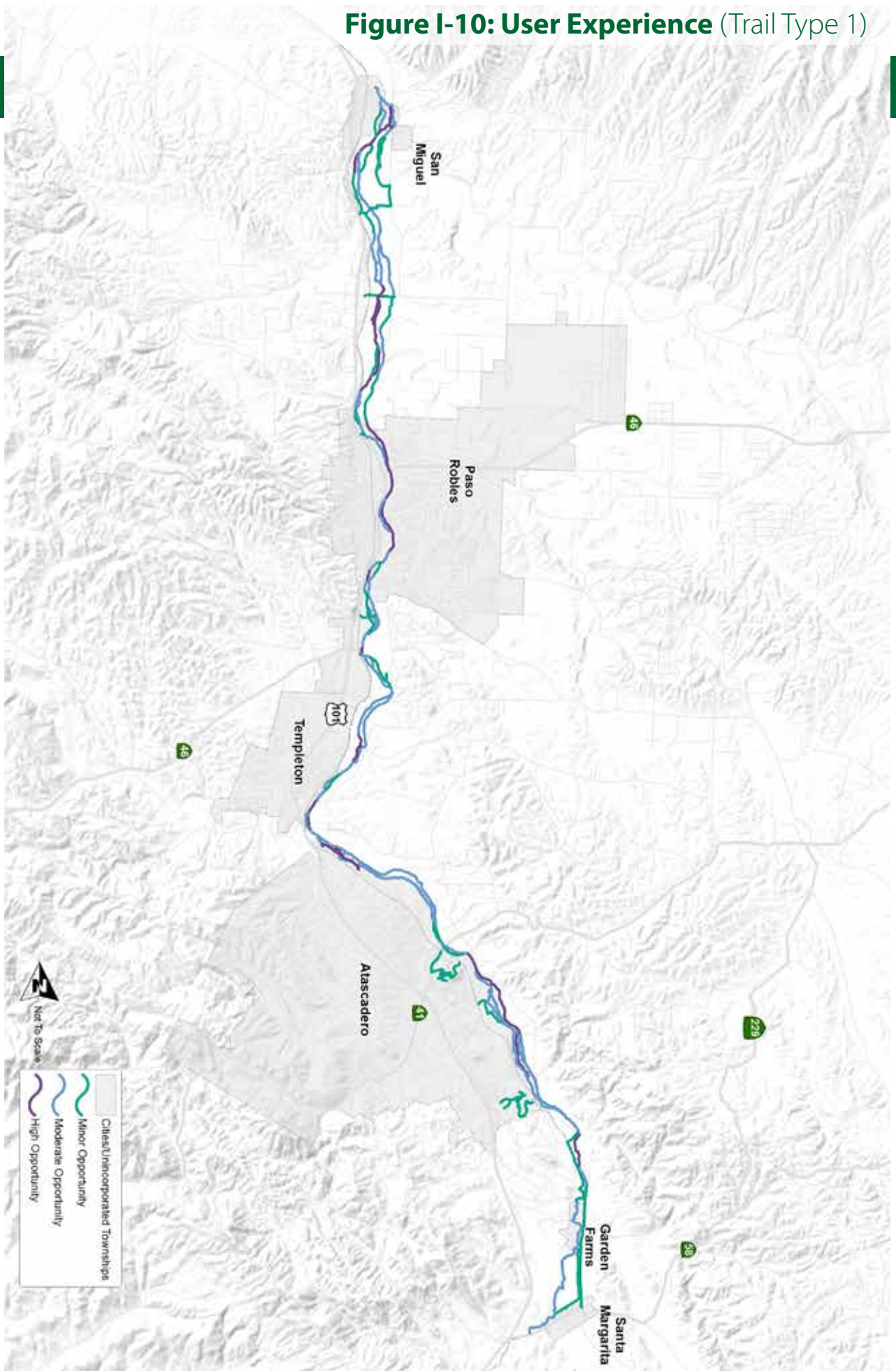


**Figure I-9: Trail Composite Rankings (Reach 6)**

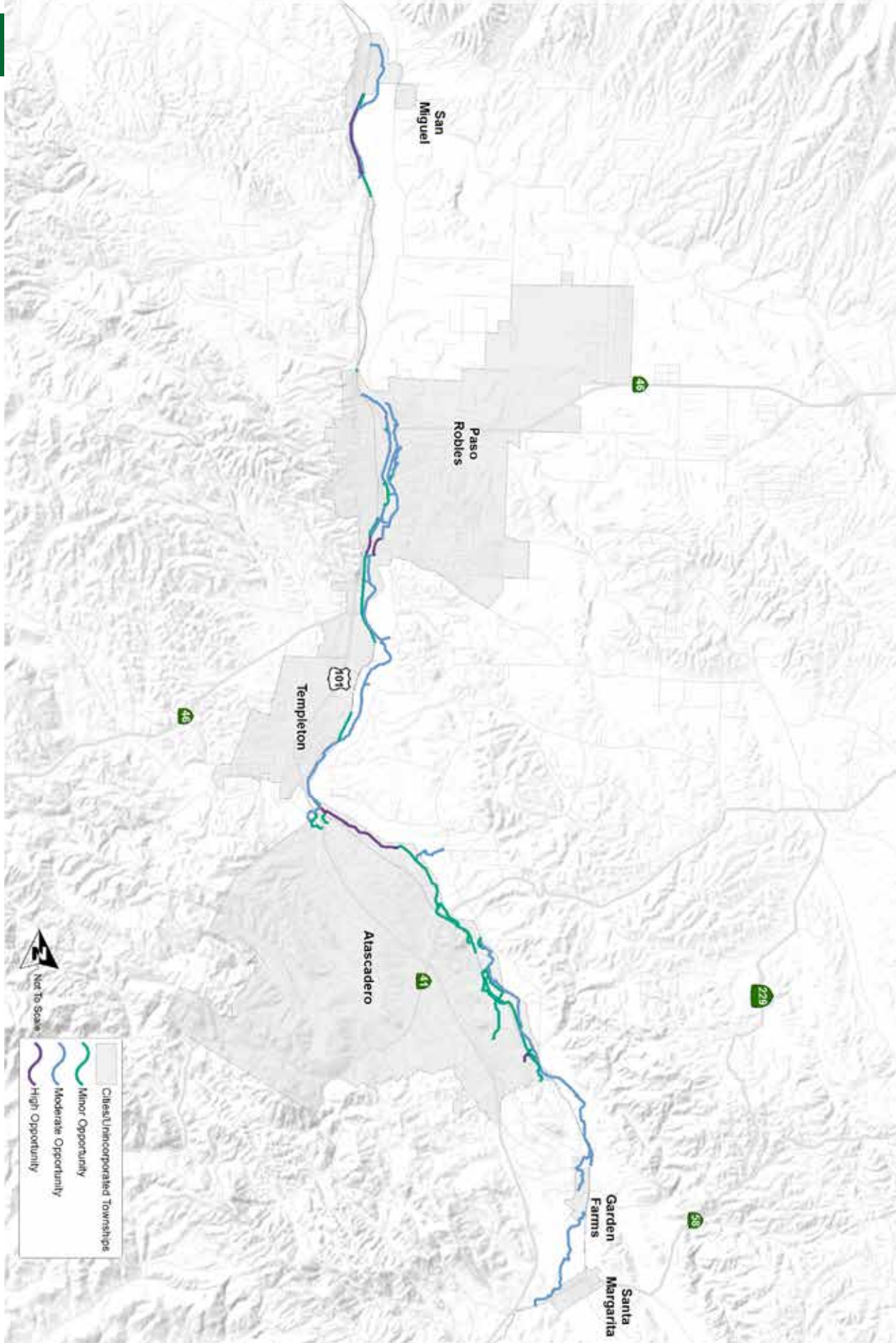




**Figure I-10: User Experience (Trail Type 1)**

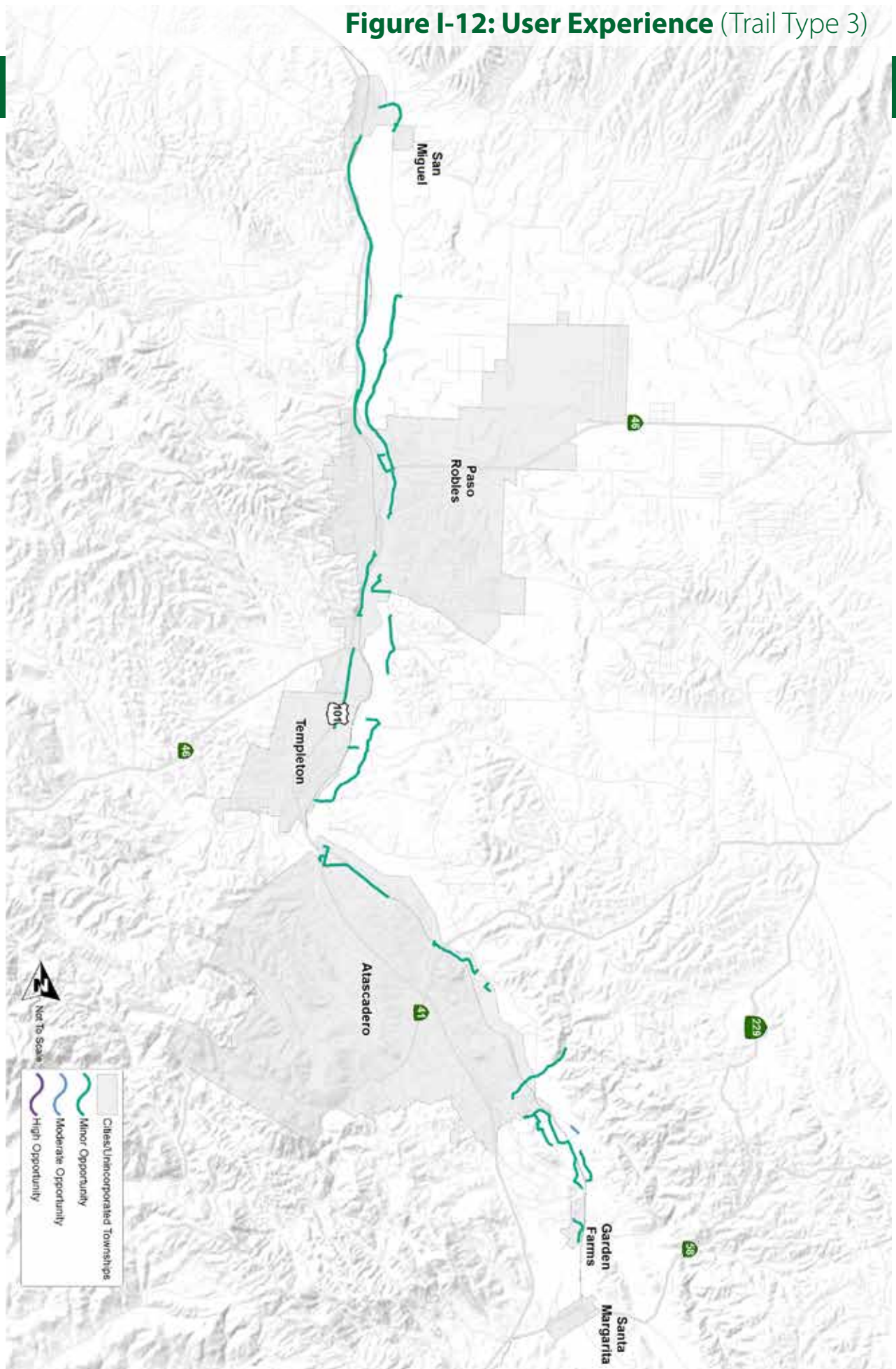


**Figure I-11: User Experience** (Trail Type 2)



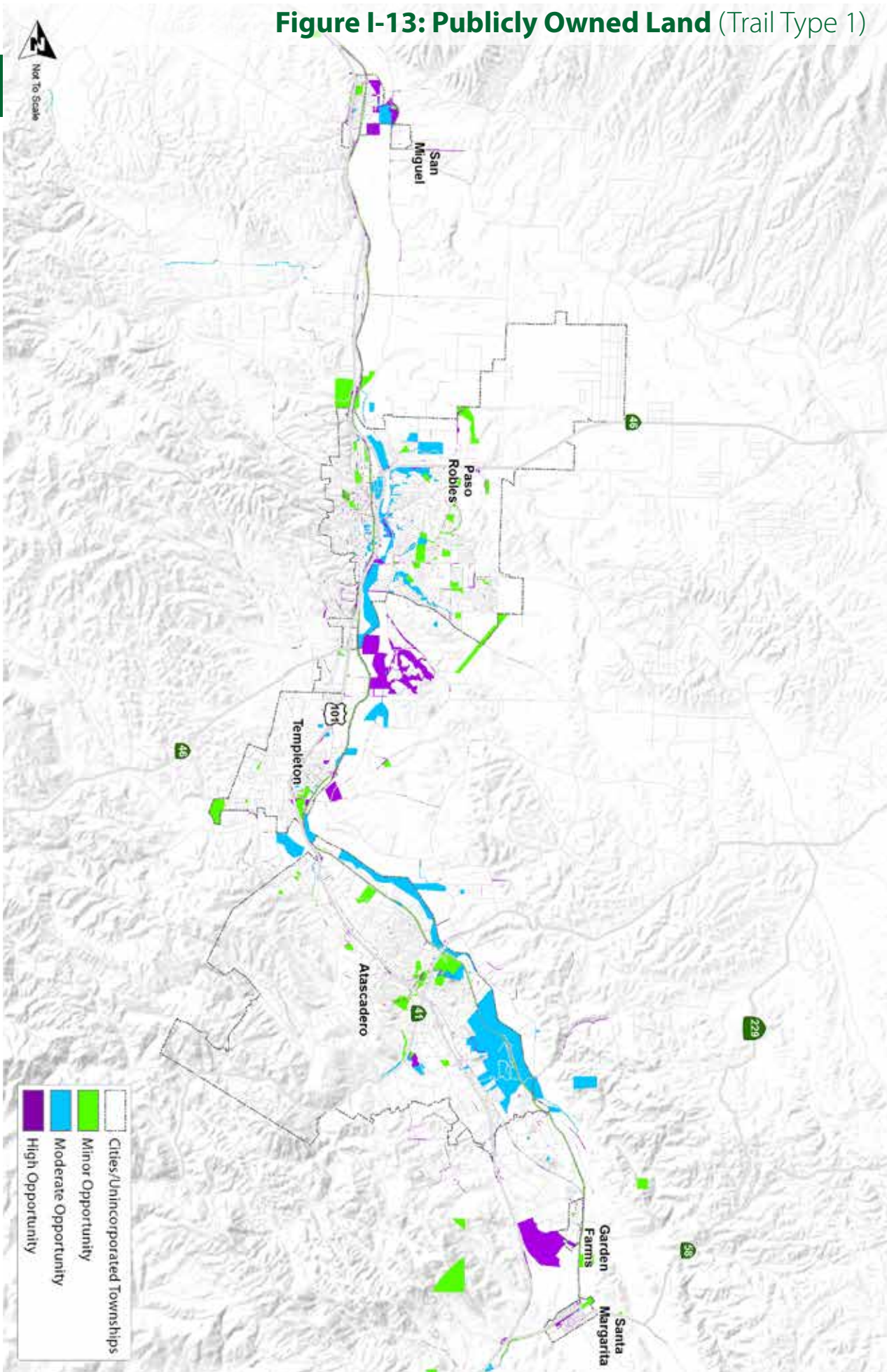


**Figure I-12: User Experience** (Trail Type 3)

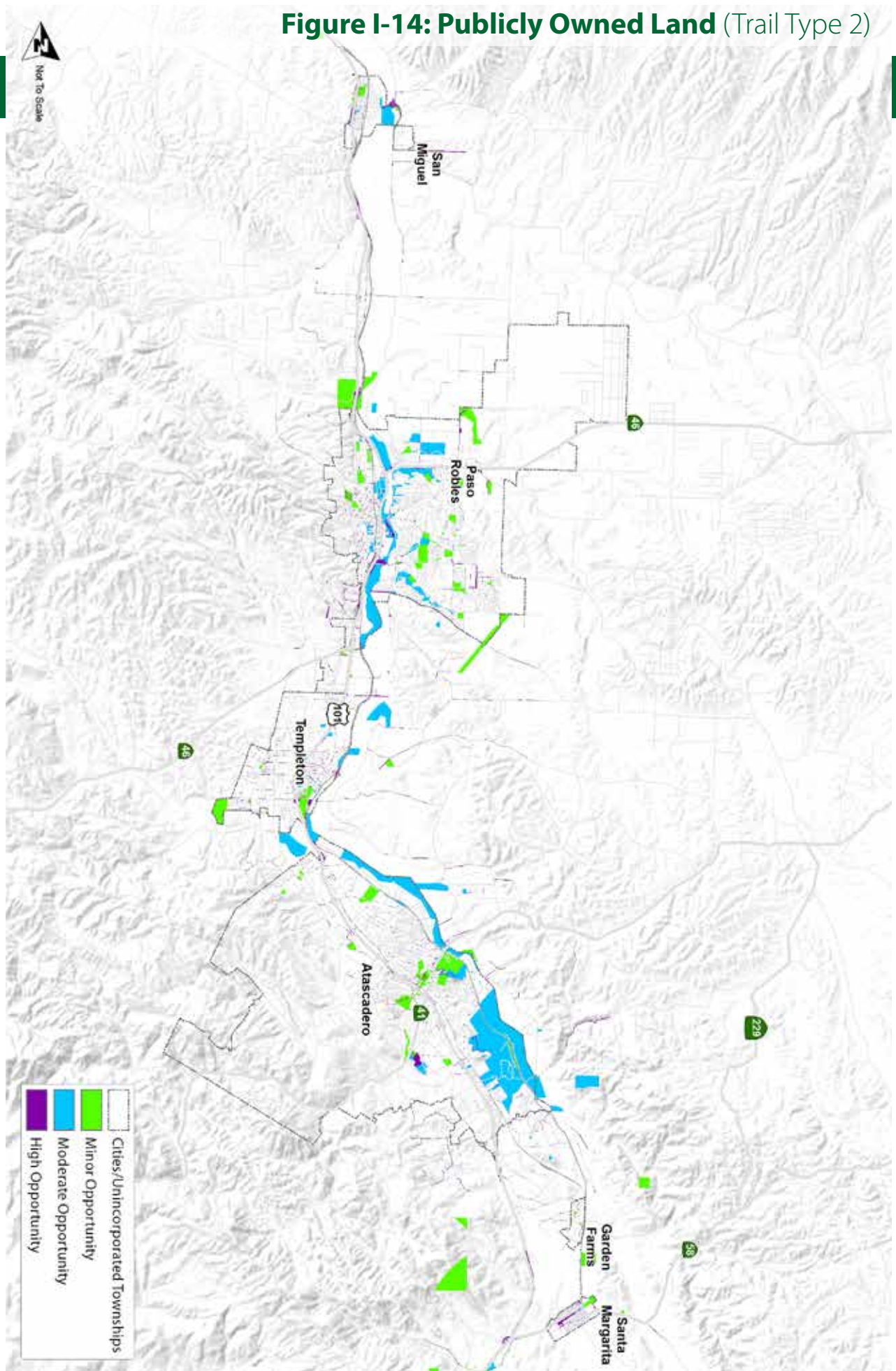




**Figure I-13: Publicly Owned Land (Trail Type 1)**

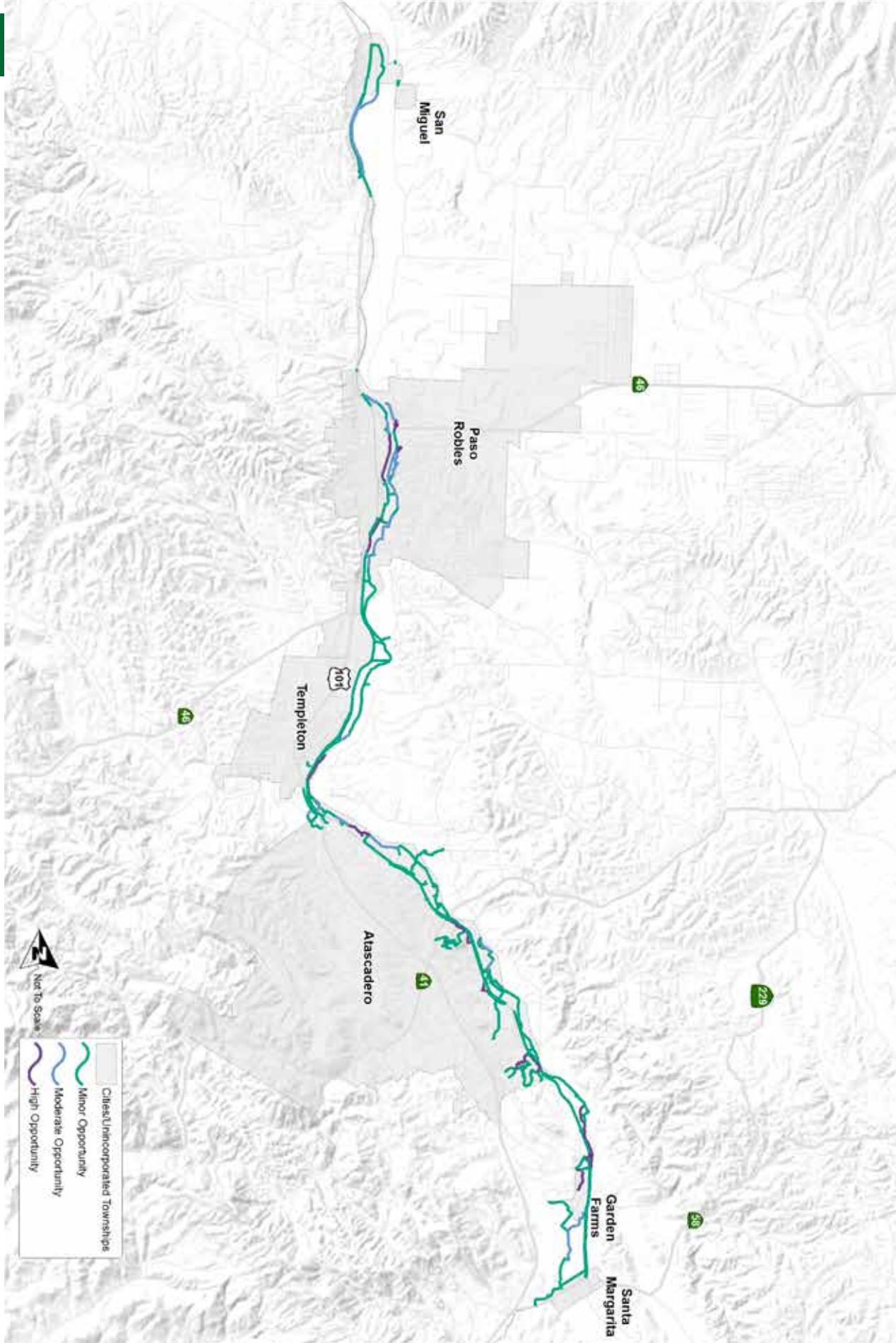


**Figure I-14: Publicly Owned Land** (Trail Type 2)



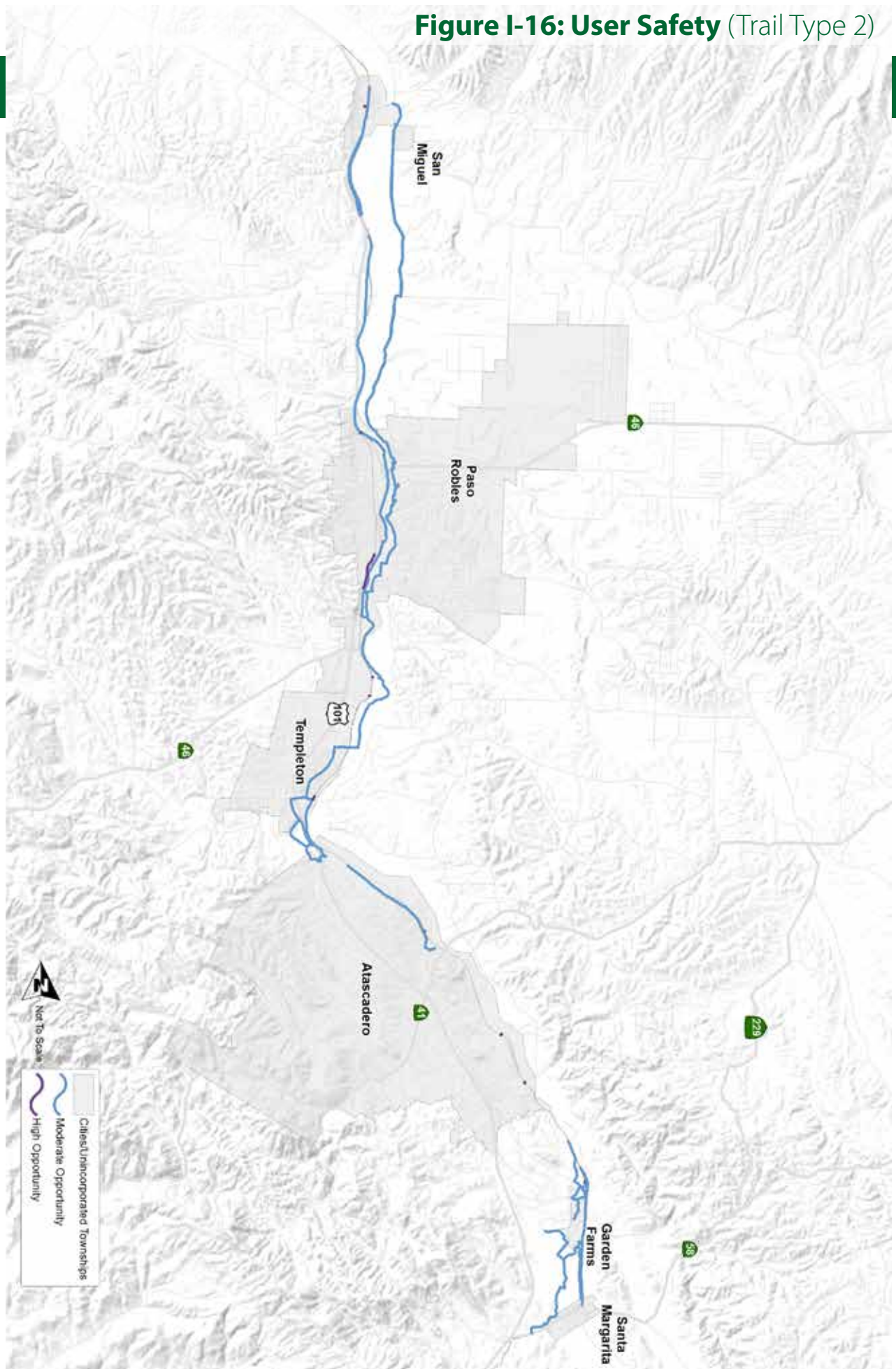


**Figure I-15: User Comfort** (Trail Type 2)

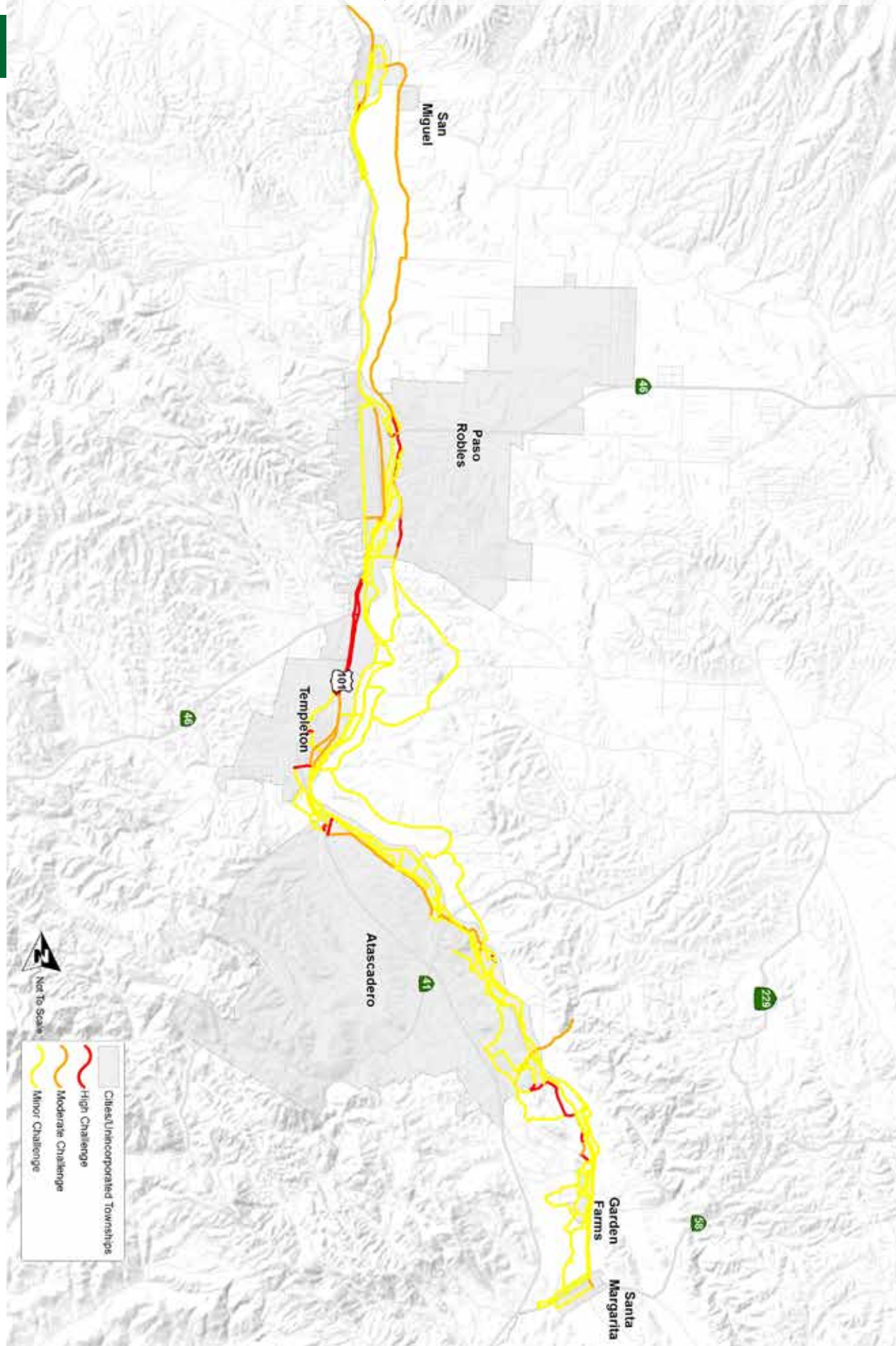




### Figure I-16: User Safety (Trail Type 2)

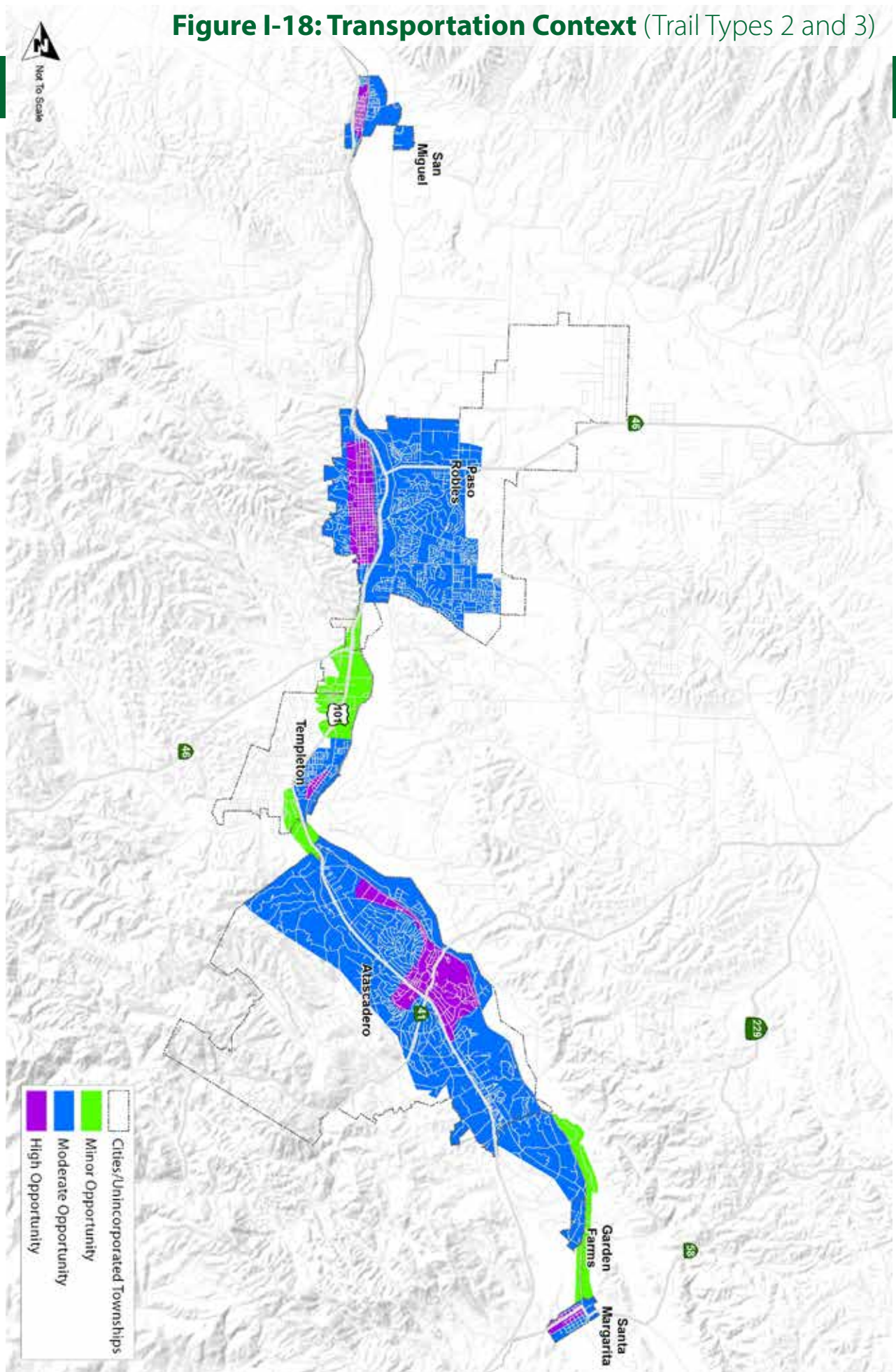


**Figure I-17: User Safety (Trail Type 3)**



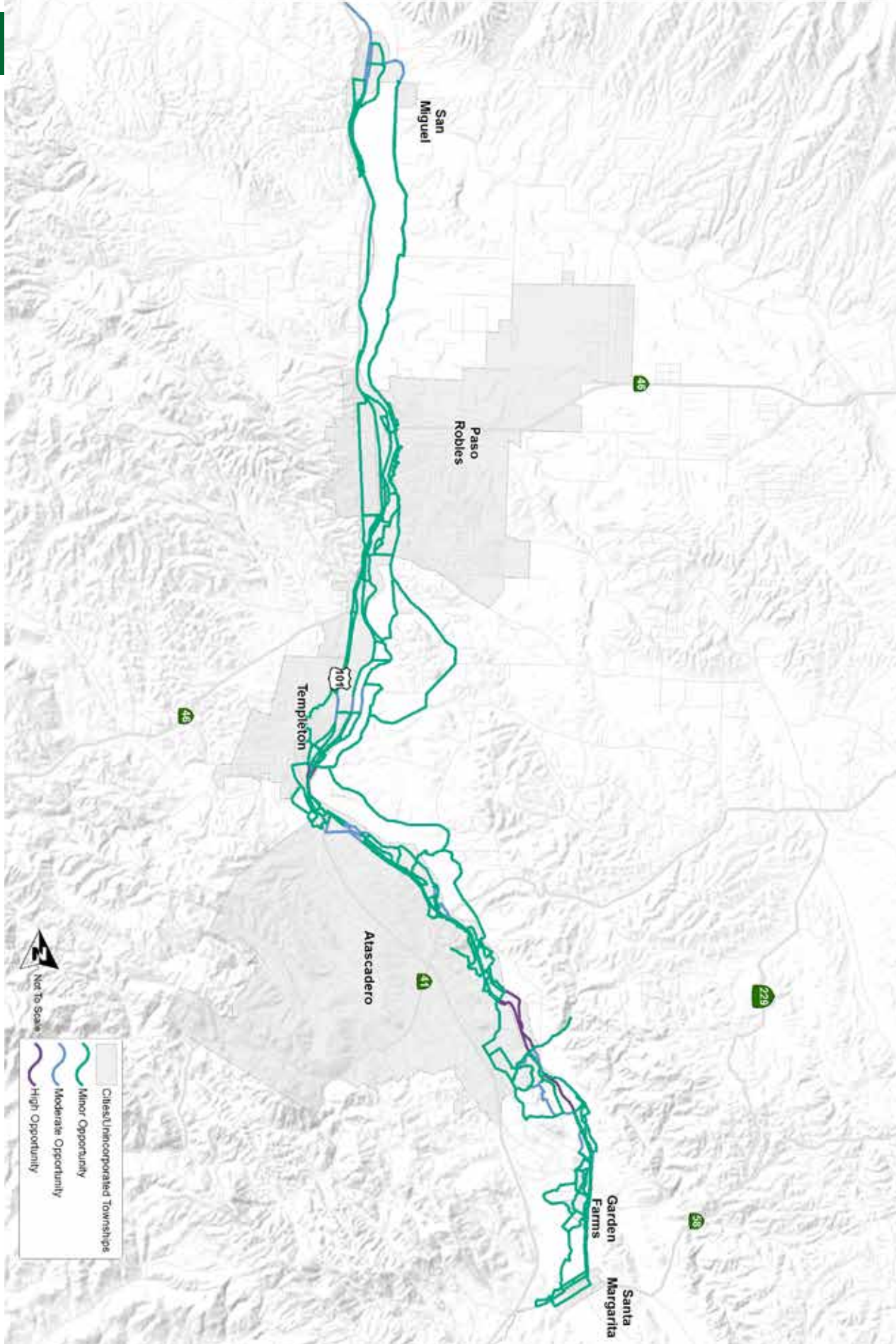


**Figure I-18: Transportation Context** (Trail Types 2 and 3)

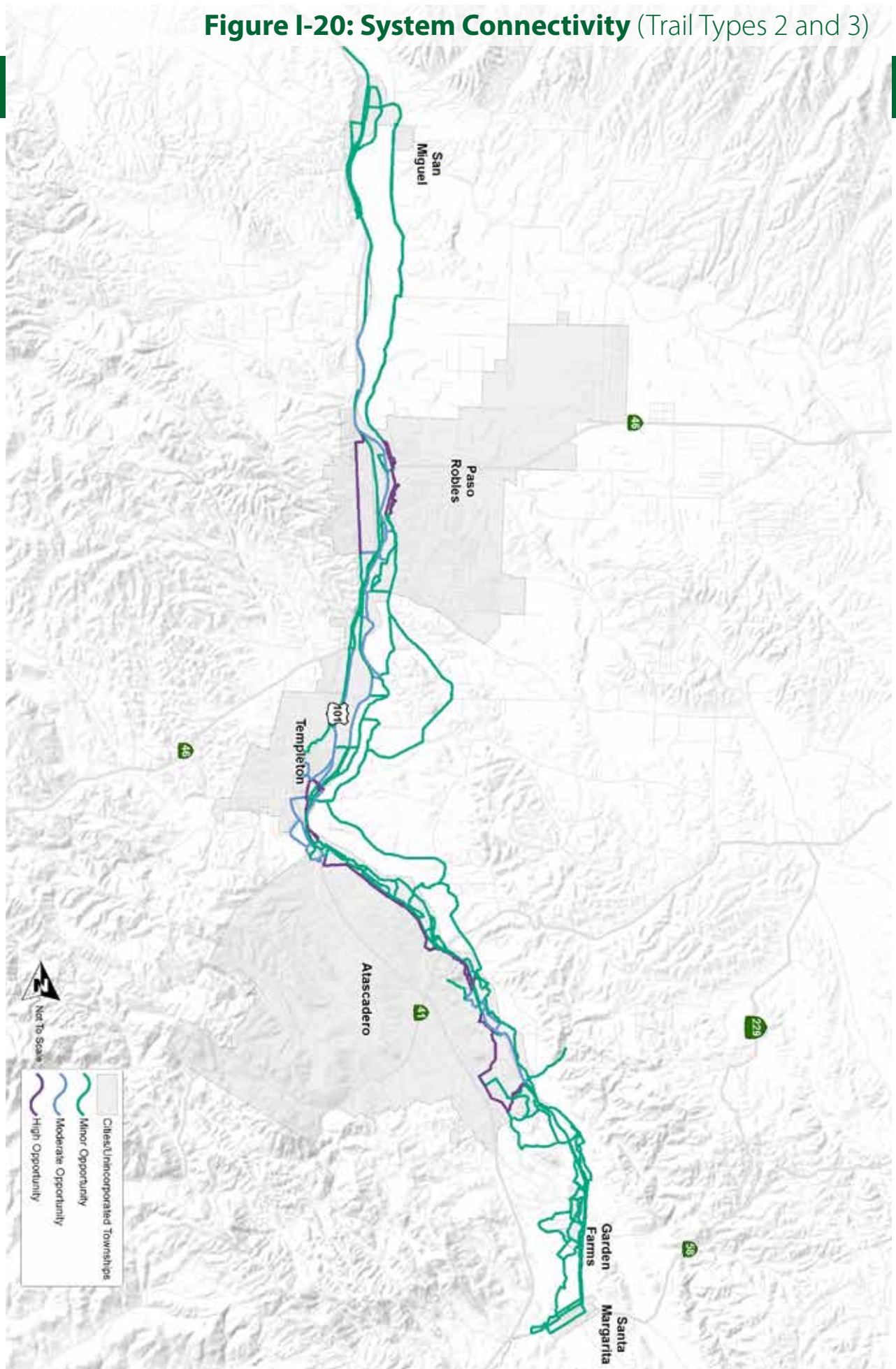




### Figure I-19: Scarcity (Trail Types 2 and 3)

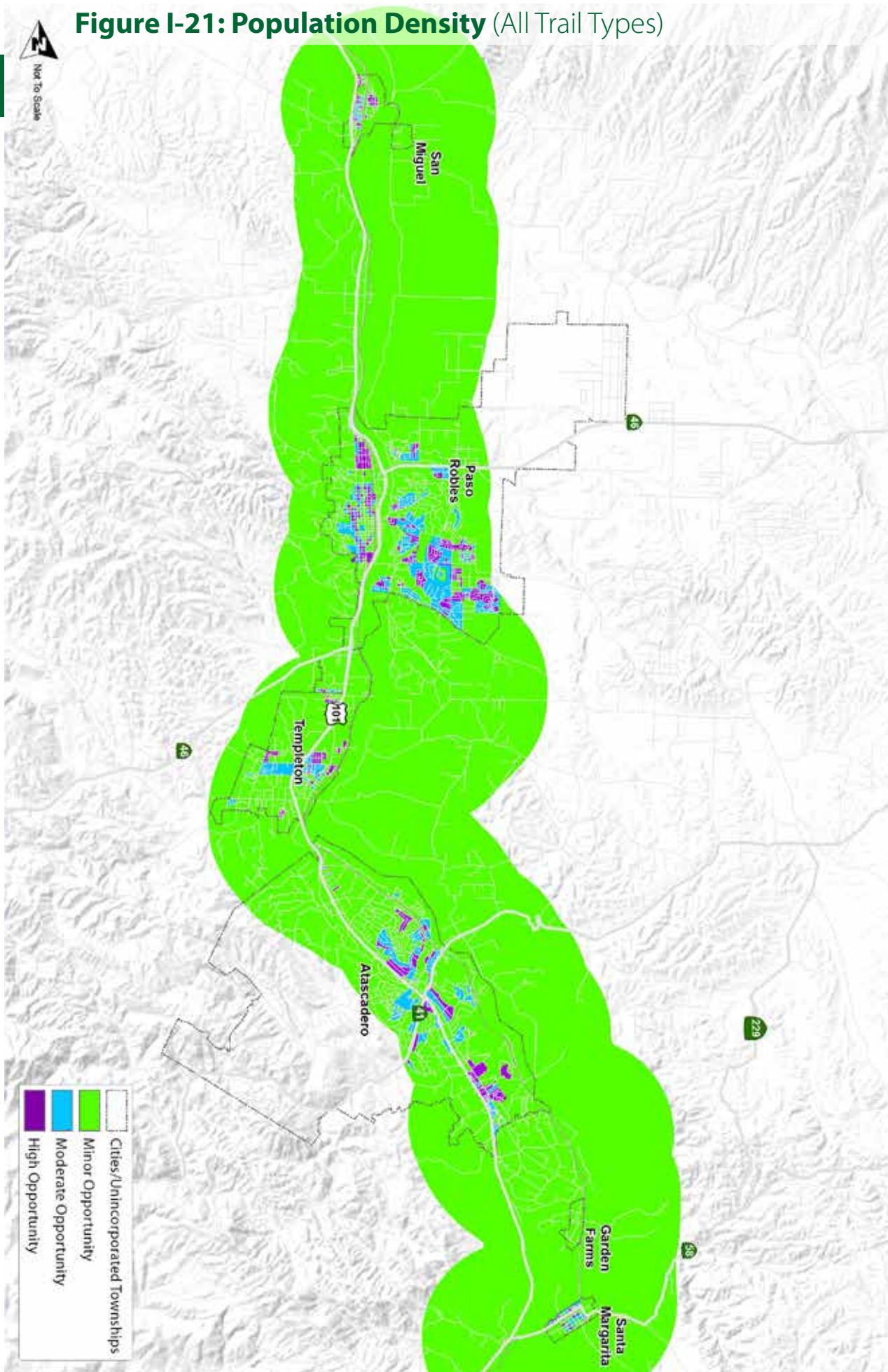


**Figure I-20: System Connectivity** (Trail Types 2 and 3)



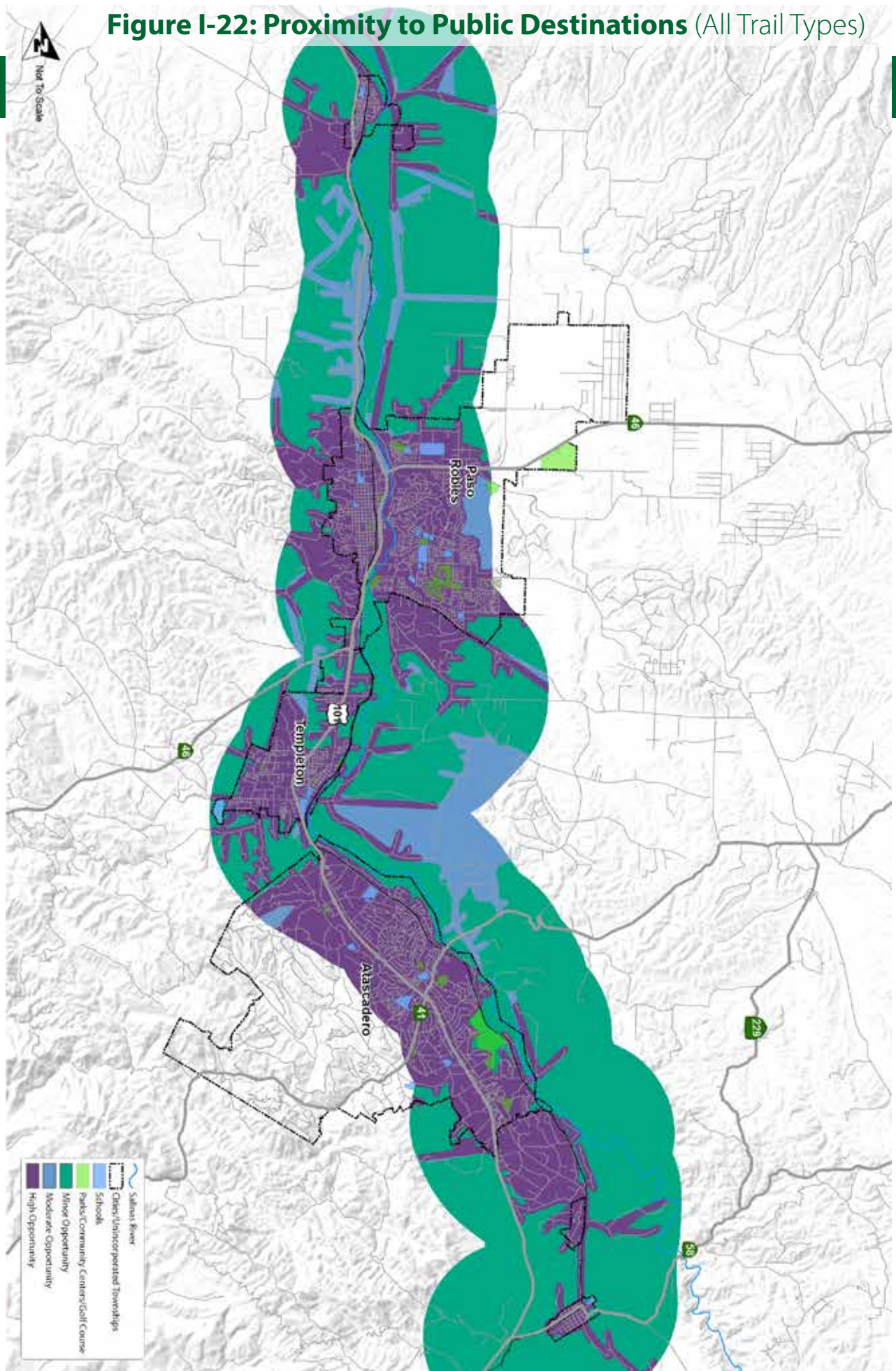


**Figure I-21: Population Density (All Trail Types)**

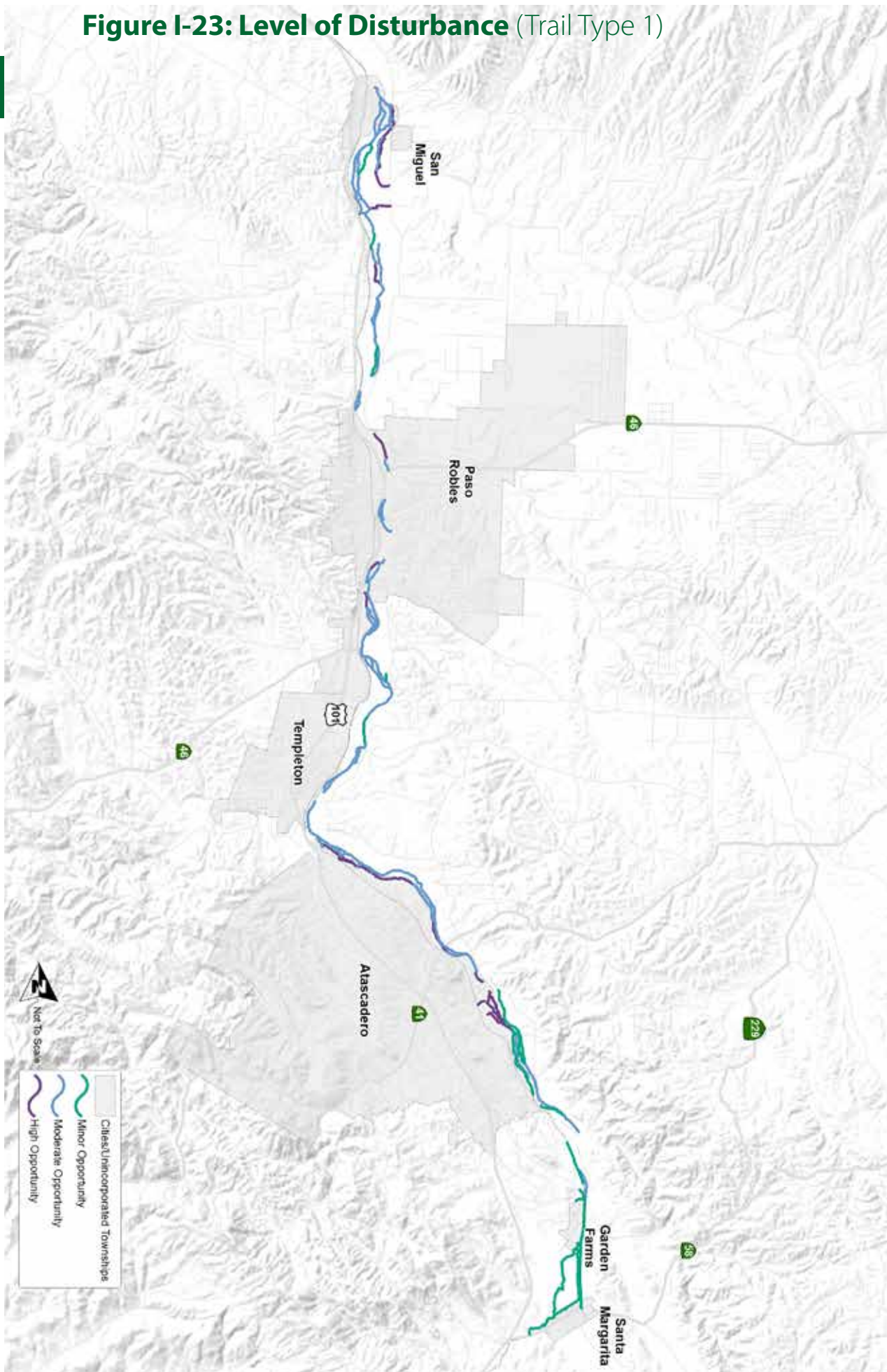




**Figure I-22: Proximity to Public Destinations (All Trail Types)**

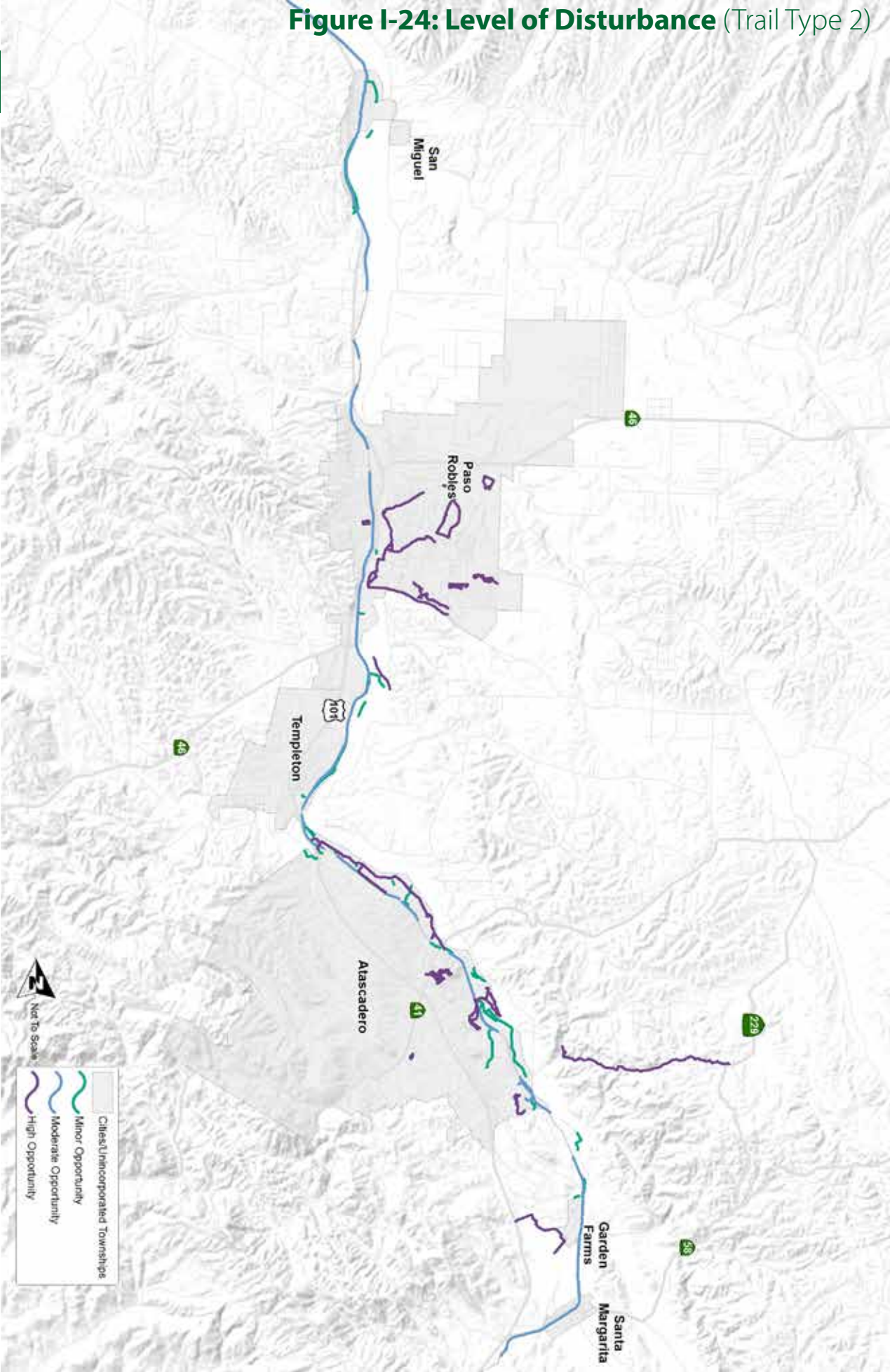


**Figure I-23: Level of Disturbance (Trail Type 1)**



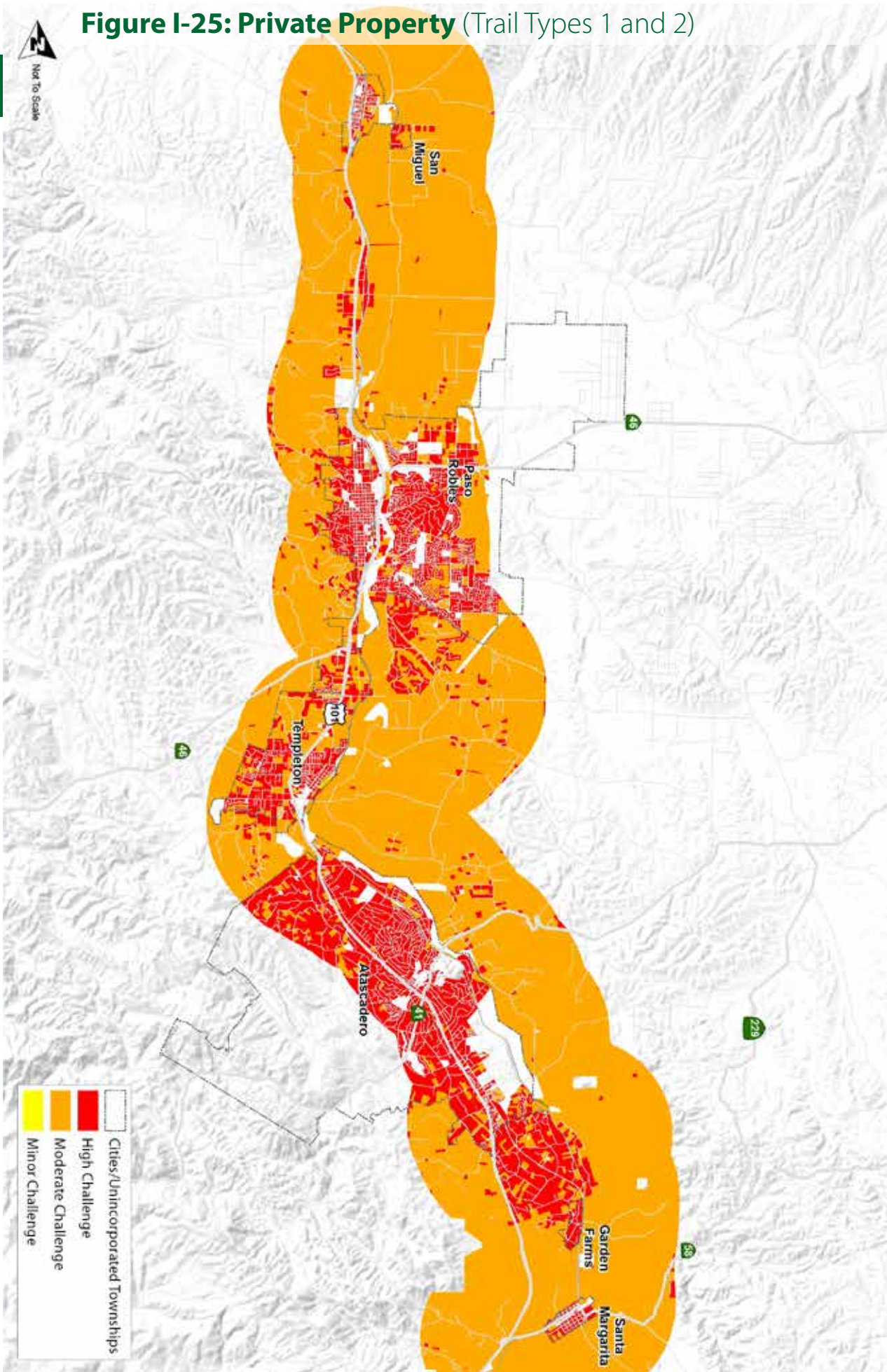


**Figure I-24: Level of Disturbance (Trail Type 2)**

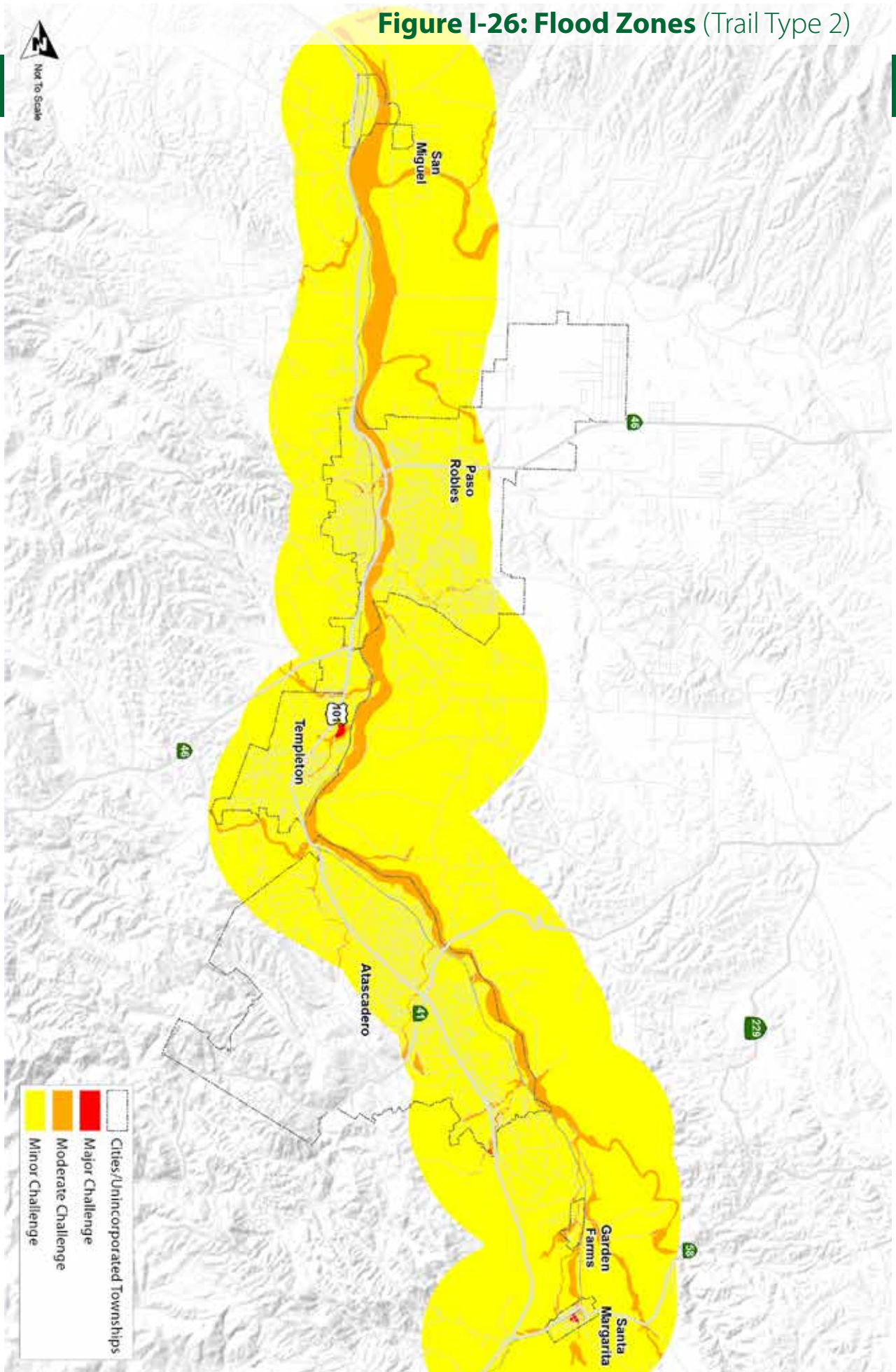




**Figure I-25: Private Property** (Trail Types 1 and 2)

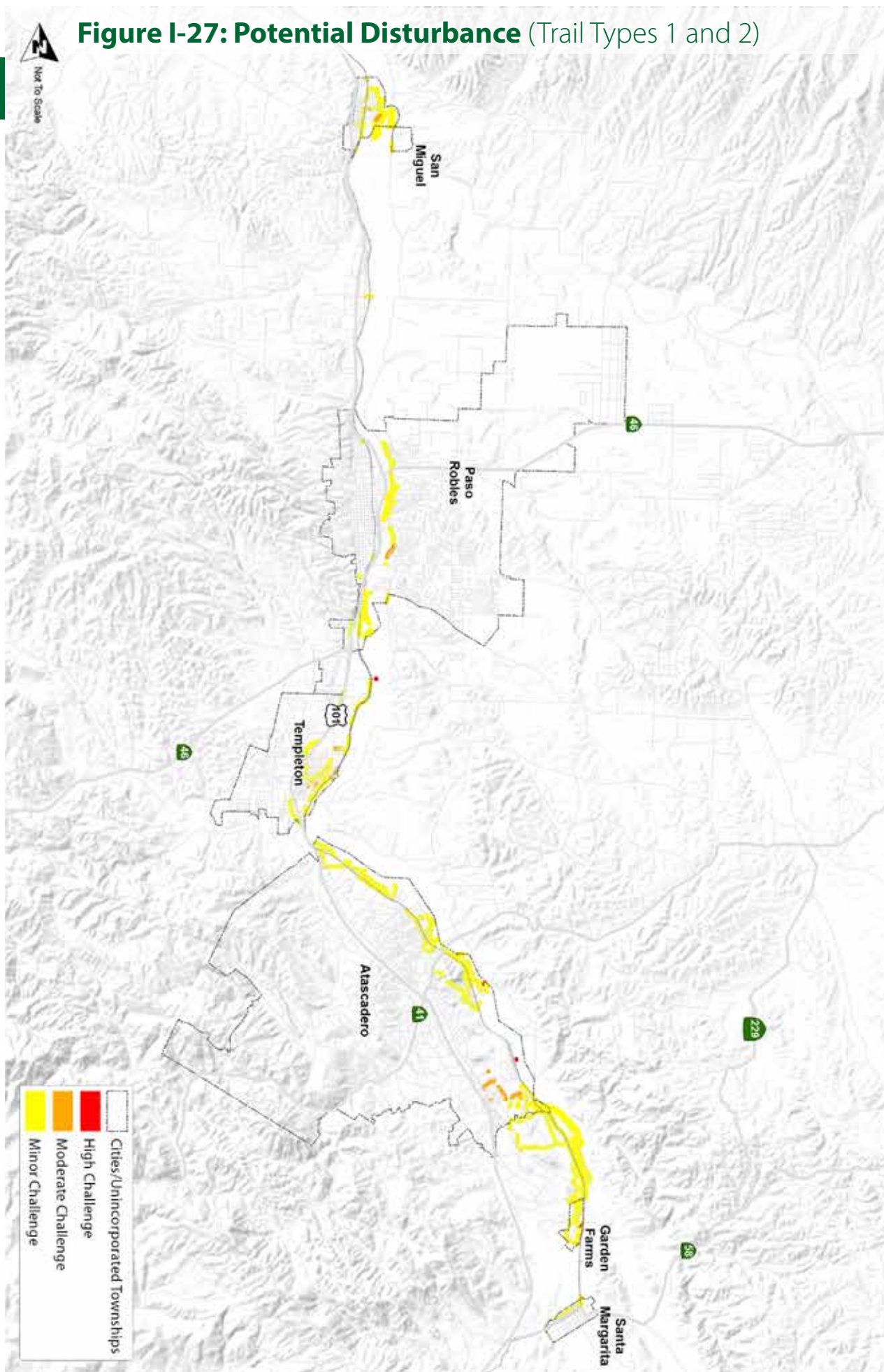


**Figure I-26: Flood Zones (Trail Type 2)**



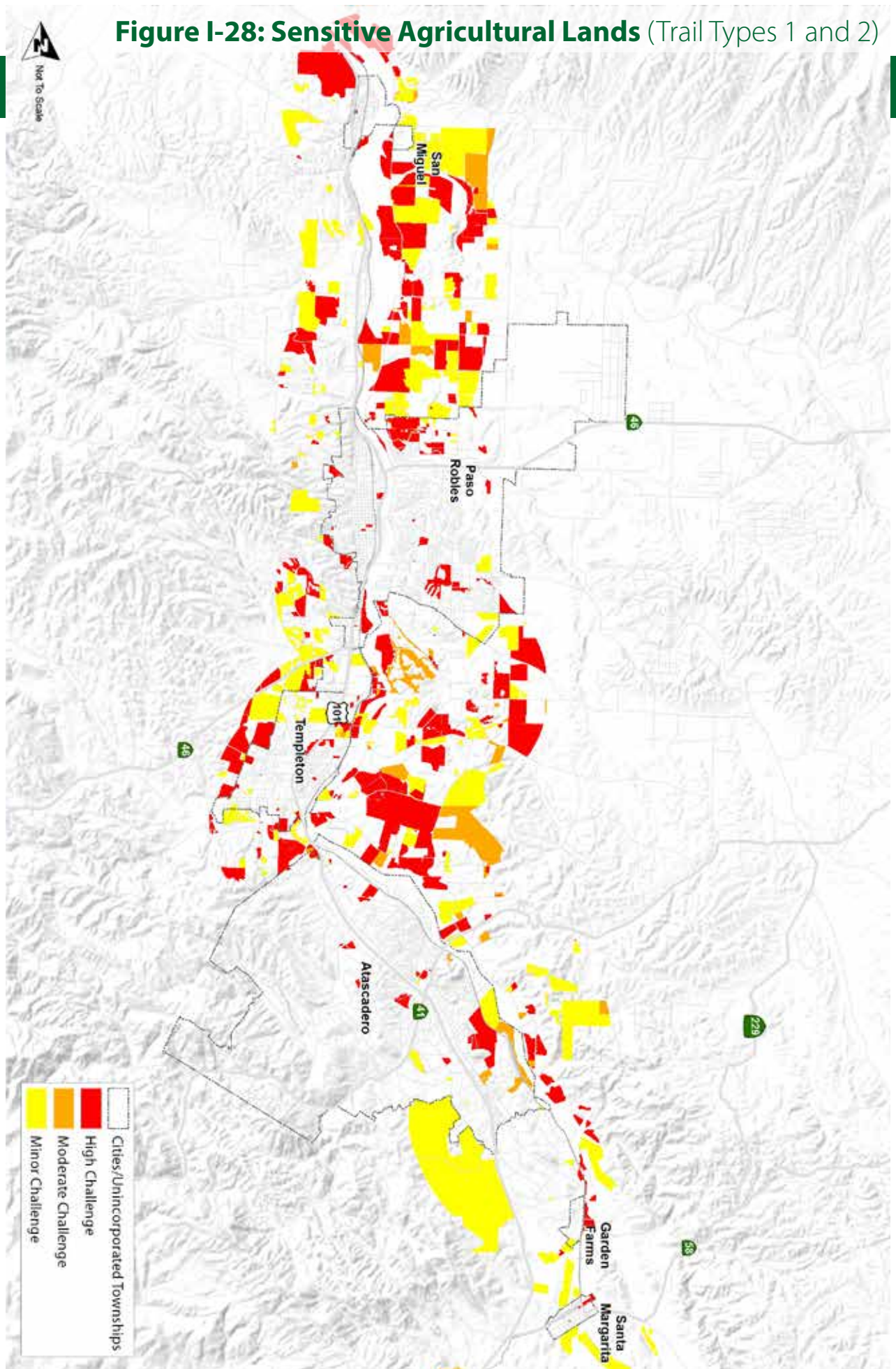


**Figure I-27: Potential Disturbance** (Trail Types 1 and 2)





**Figure I-28: Sensitive Agricultural Lands** (Trail Types 1 and 2)





**Figure I-29: Vegetative Cover** (Trail Types 1 and 2)

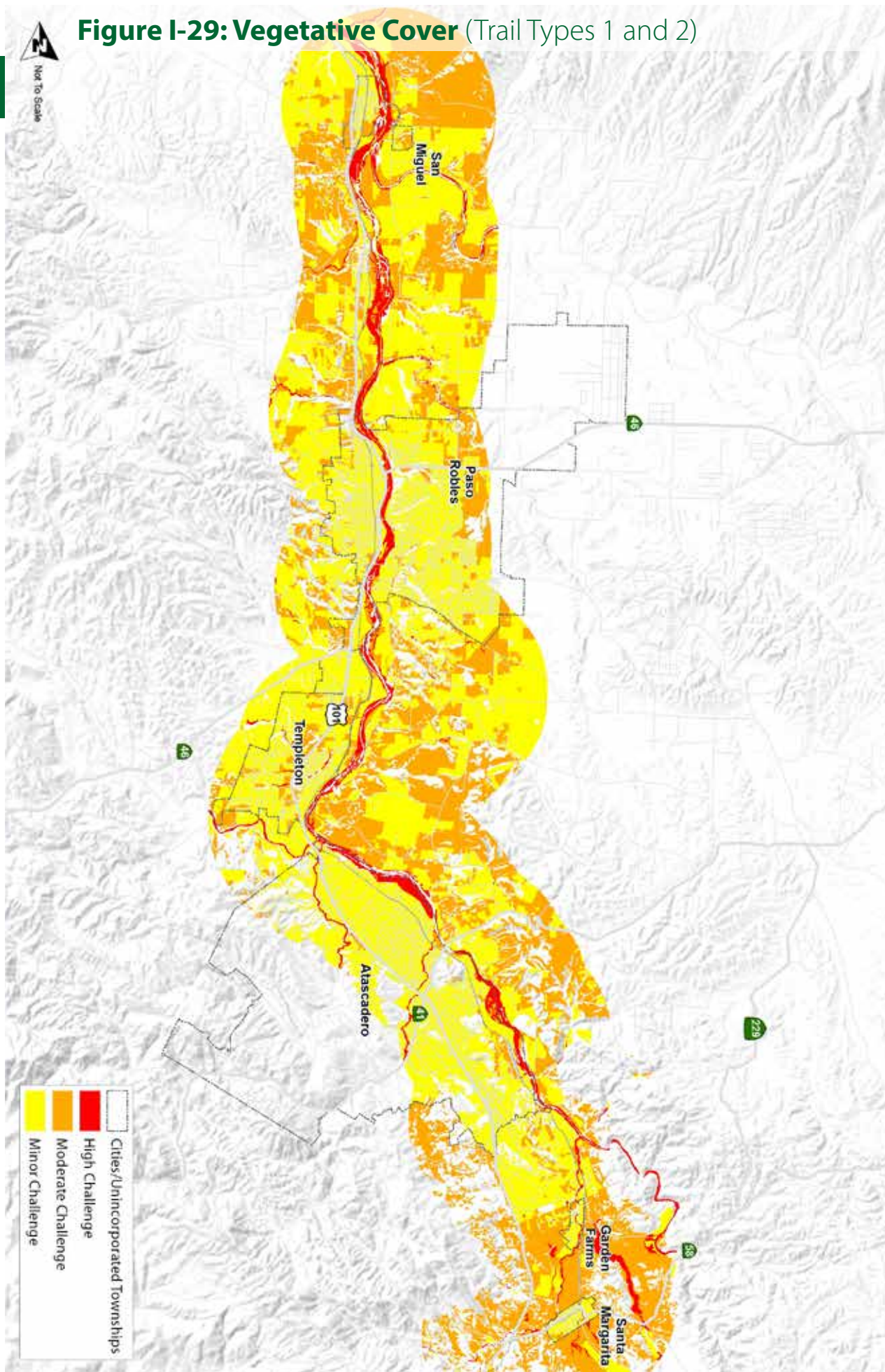
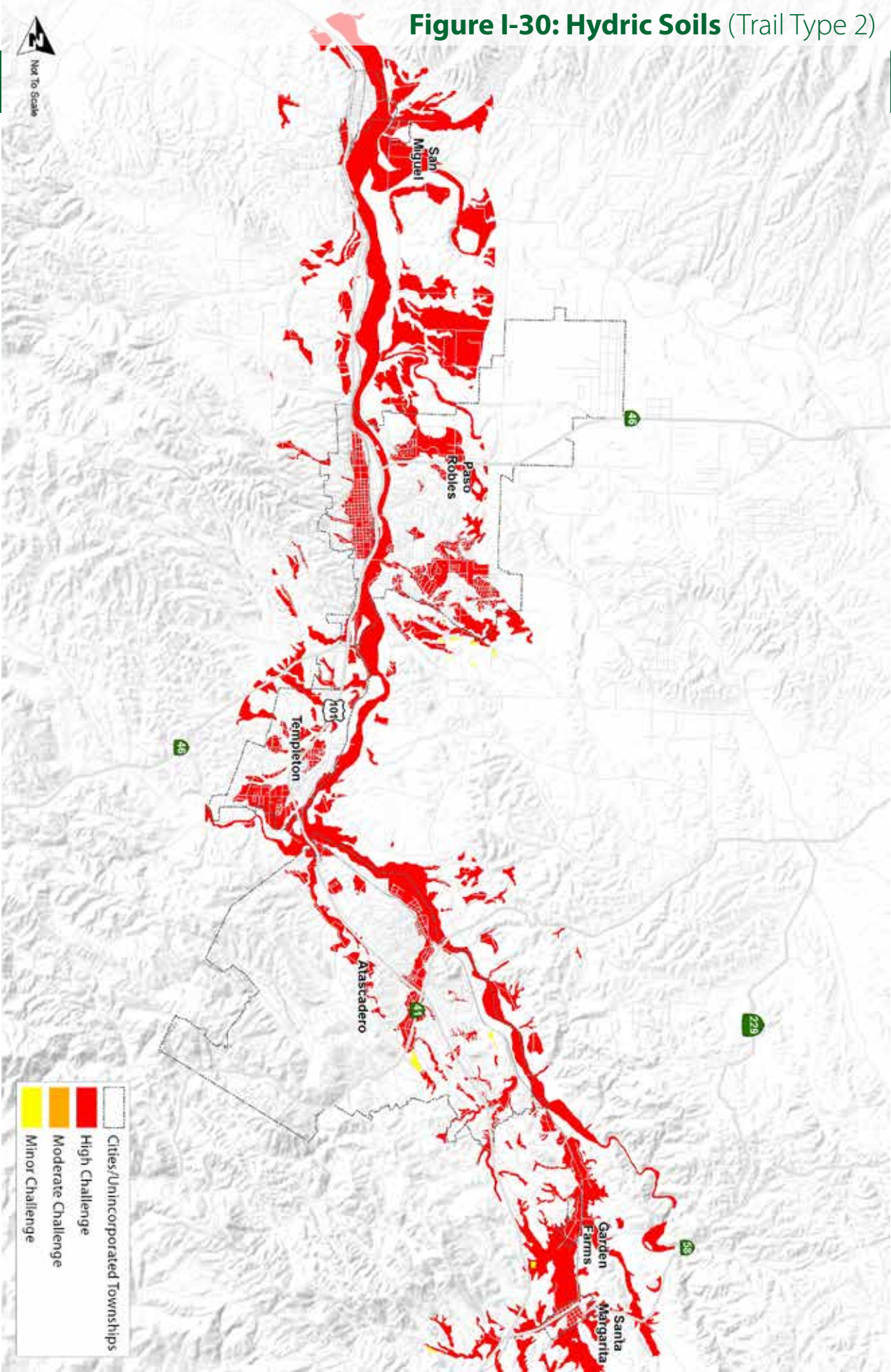


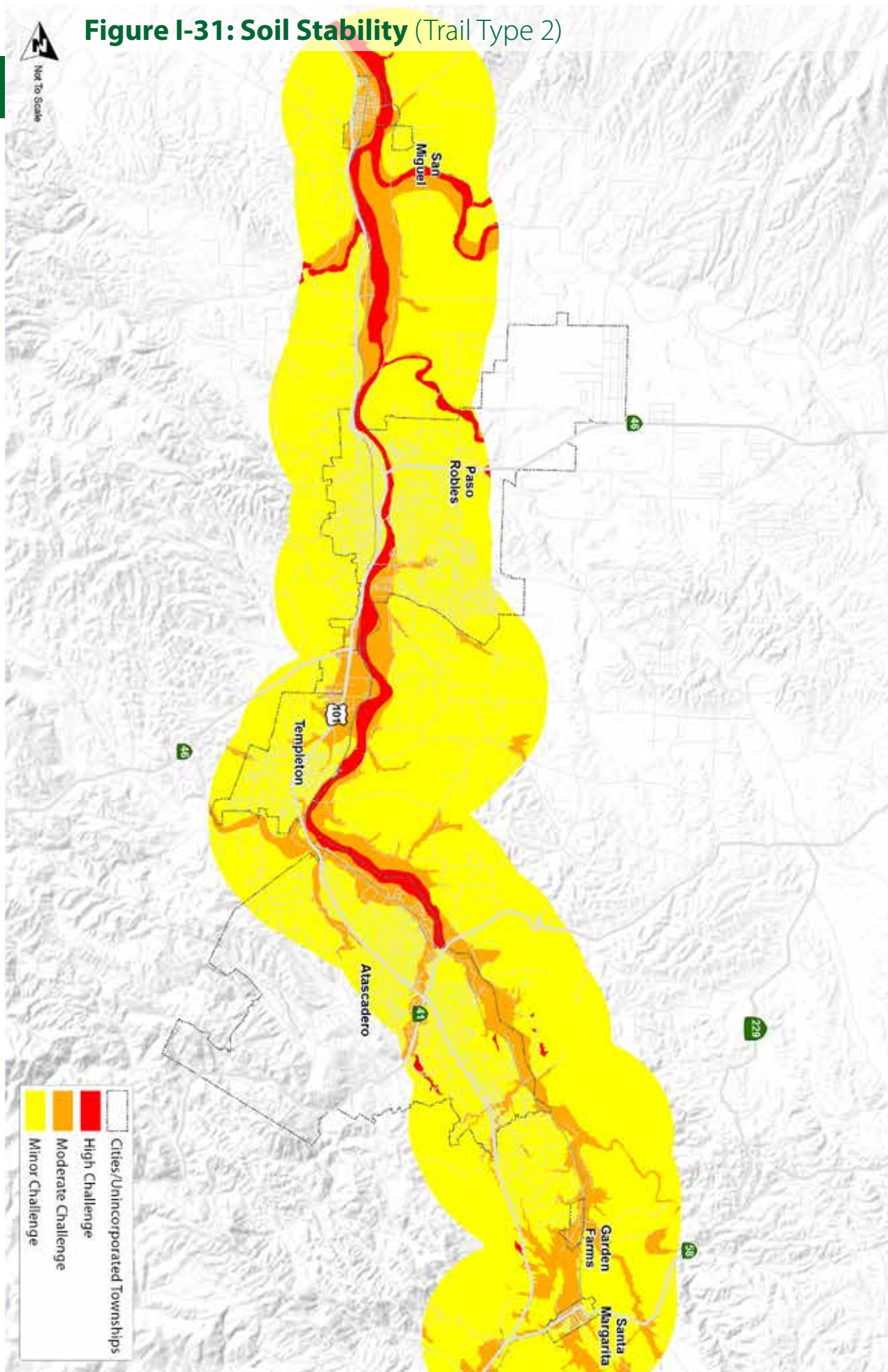


Figure I-30: Hydric Soils (Trail Type 2)

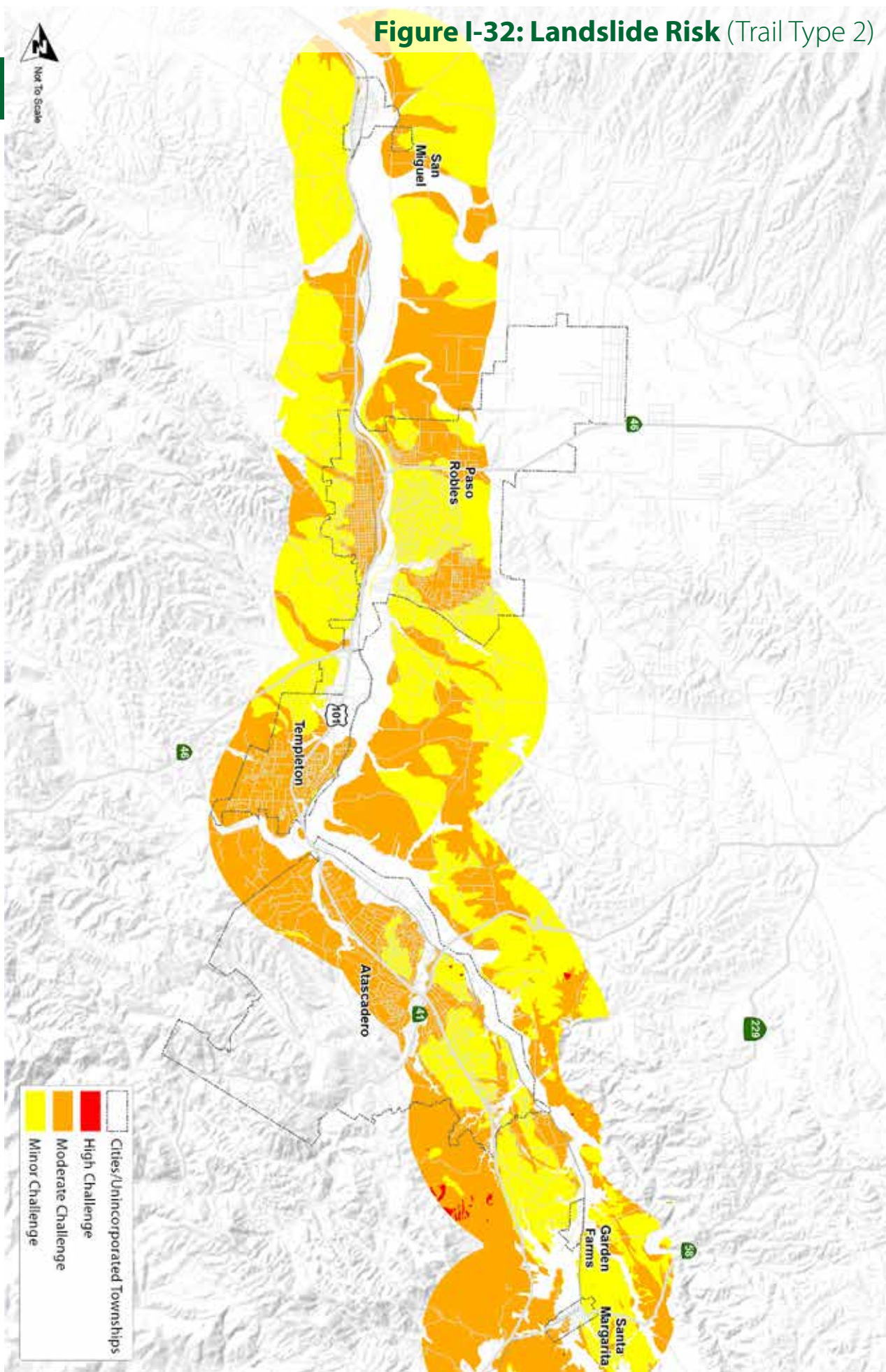




**Figure I-31: Soil Stability** (Trail Type 2)

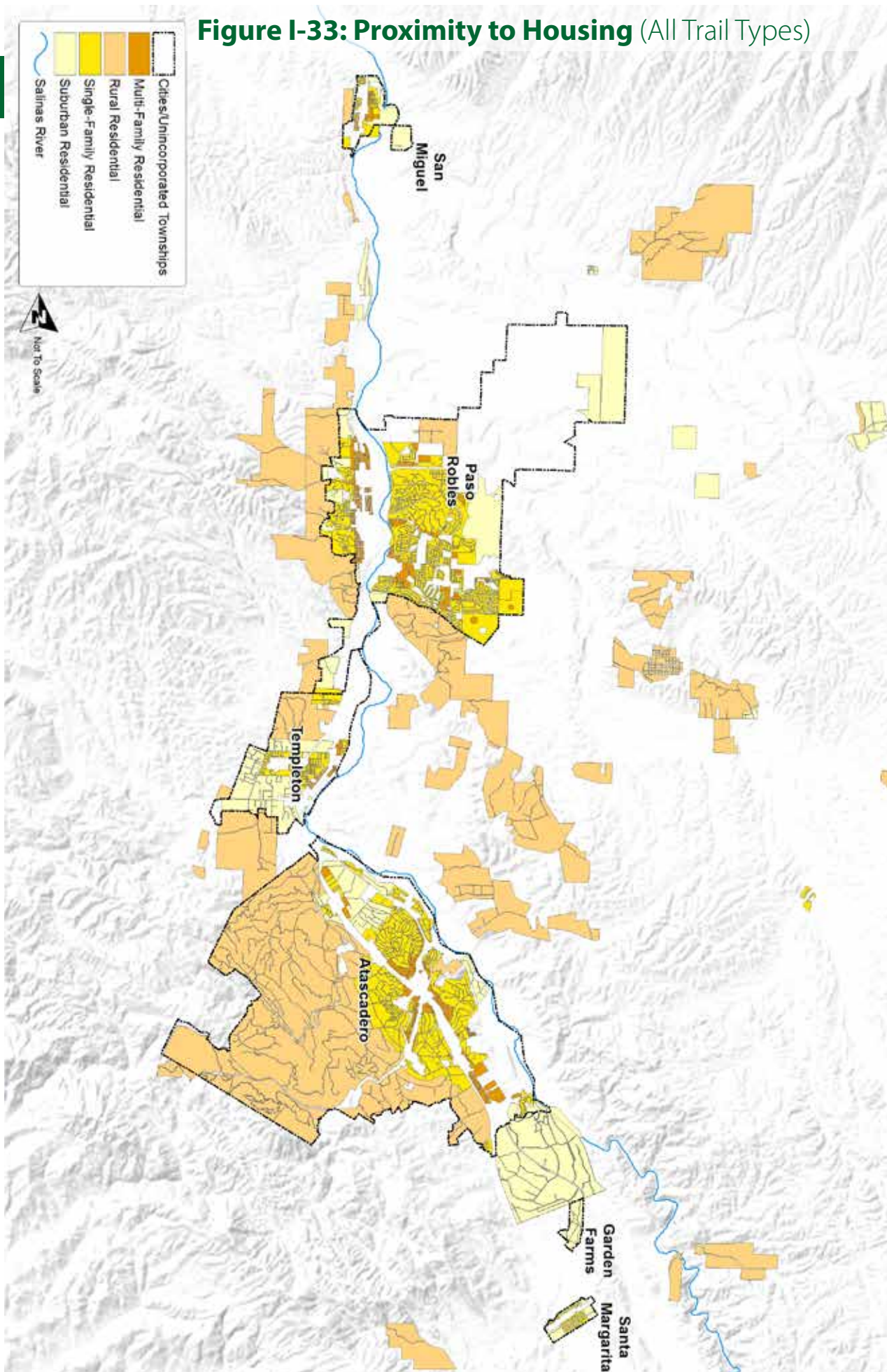


**Figure I-32: Landslide Risk (Trail Type 2)**



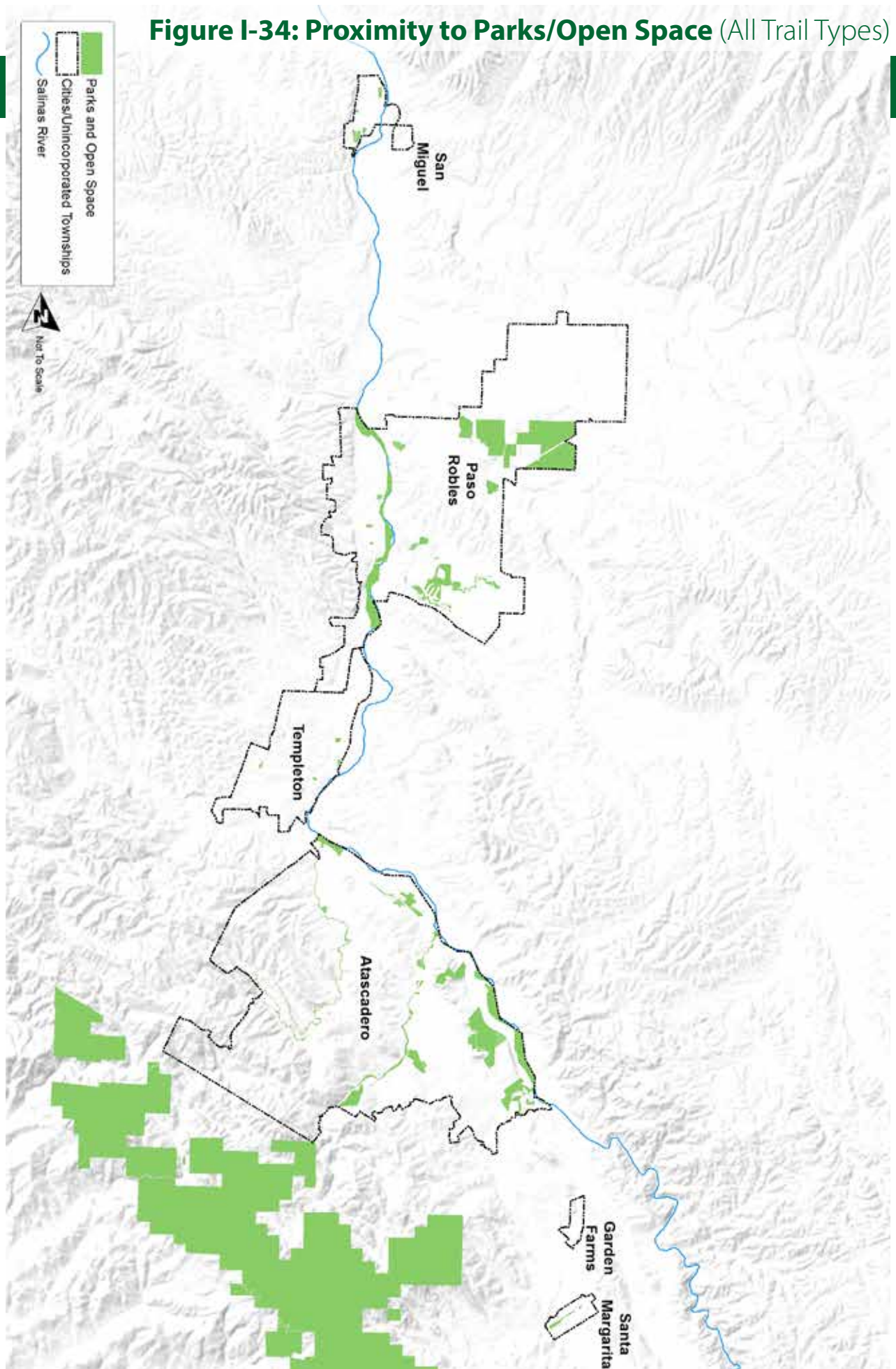


**Figure I-33: Proximity to Housing (All Trail Types)**





**Figure I-34: Proximity to Parks/Open Space (All Trail Types)**



**Figure I-35: Points of Interest (All Trail Types)**

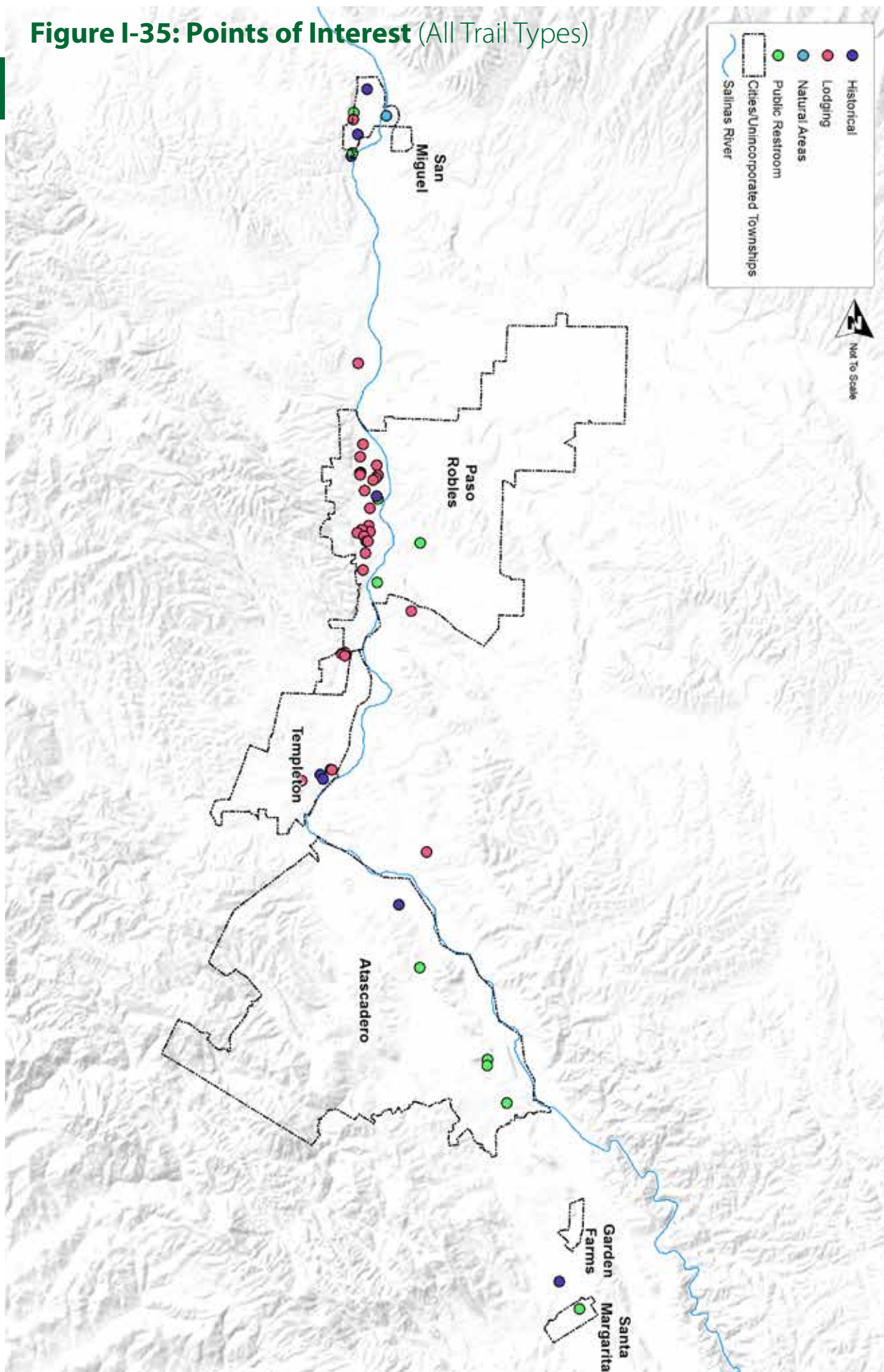




Figure I-36: Public/Civic Facilities (All Trail Types)

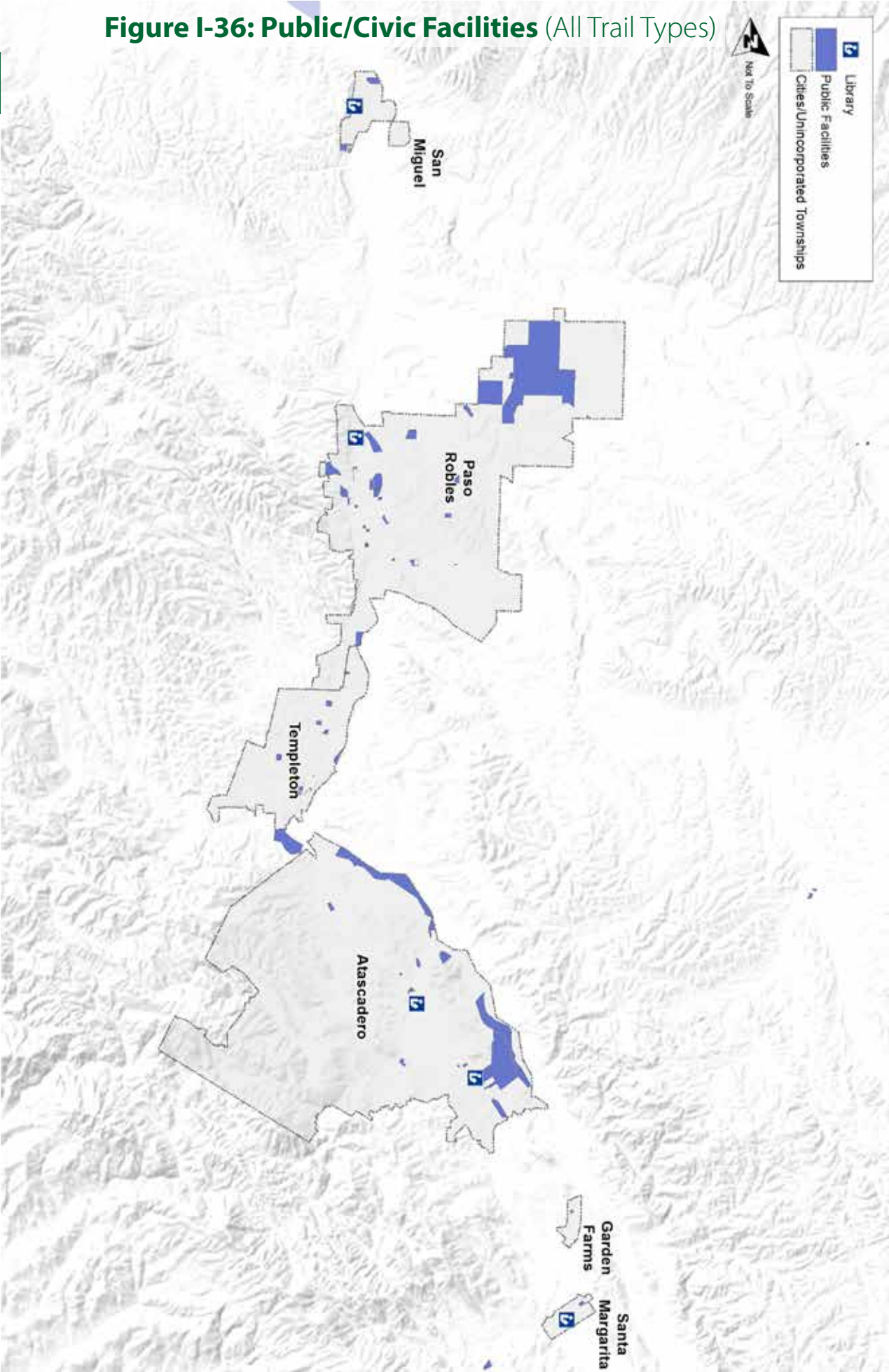




Figure I-37: Schools (All Trail Types)

